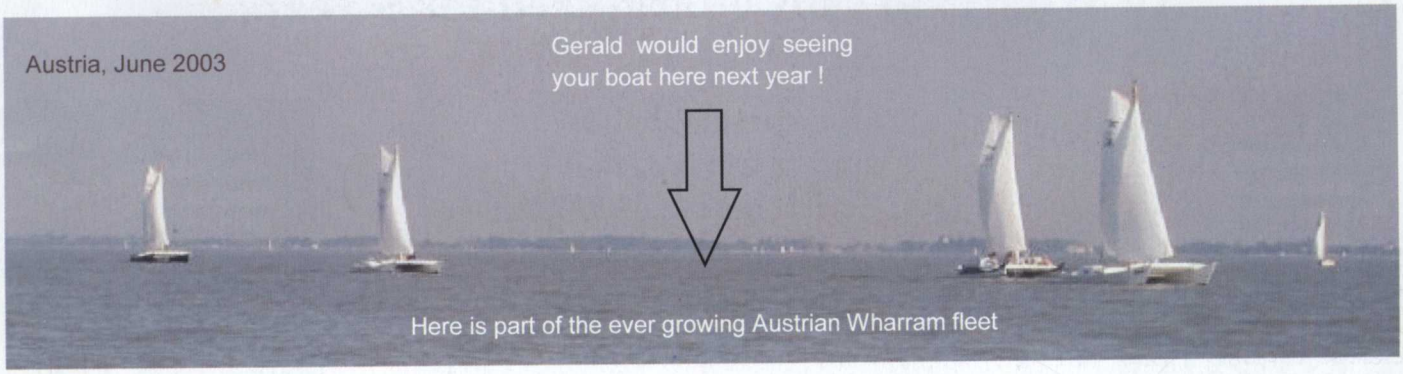
The Sea People

PEACE IV – Homeward Bound
Cat Corner – Sporades
News from SeaPeople
Austrian & Anglesey meets
Hints & Tips
Wingsails for all ?



No 54

DEC 2003

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Jeckells
THE SAILMAKERS

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The Sea People

Magazine of the Polynesian Catamaran Association

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Luis NinEstevez christening POLYNESIA his Tiki 26 in PIRIAPOLIS, Ururguay

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

Recruiting additional PCA members

In an effort to increase membership, to continue to be able to include colour photos (or increase their number) in the magazine, the committee has decided to offer **2 free back issues** to any paid up member who recruits a new (or returning) PCA member. This will be increased to **3 free back issues** if that new member pays by standing order, direct debit or credit card standing order.

Change paying your PCA dues to standing order

Paying by standing order simplifies the work in the PCA Office and also means you never get your magazine sent out late. If you need more incentive than that then we will reward with **1 free back issue,** any member who changes their membership payment method to a standing order or direct debit or credit card standing order.

Non-UK members - Geoff Cann, in Holland, tells us that with the introduction of an IBAN (**I**nternational **B**ank **A**ccount **N**umber) number to replace/supplement traditional bank SORT code number and Account number, it has become easier to make international bank transactions. Ask your bank if they can transmit on a standing order basis. I know my bank in Switzerland (UBS) allowed me to set up this kind of standing order up myself at one of the branches Multimat machines!

An IBAN is constructed of several components as follows – BIC (Bank Id Code), IBAN & Name.
Our IBAN info is BIC (**LOYDGB21082**), IBAN (**GB40LOYD30966802387317**) , Name (**Polynesian Catamaran Association**)
** note not **PCA**
Apparently there are two levels of IBAN payment, with the cheaper option we might not receive your name, so please just drop us a line to let us know. Hope this helps our non-UK members, I understand it's available only in Europe at present.

I personally, set up a standing order payment back in 1999/2000, I had inadvertently allowed my PCA membership to lapse **(twice I believe!),** by putting the renewal notice to one side and unfortunately forgetting about it! – Dave Peak

Prizes to magazine contributors

At the AGM prizes for contributions to "Sea People" were drawn on a regional basis – UK, Europe, North America and Rest of World. Contributors who submitted more than one article, were given an additional entry in the ballot.

Winners – Jeremy Slack (UK), Remy Roy (Europe), Jim Mathieson (North America) and Vernon Potgeiter (RoW).

*** It was decided that the amount of material submitted by Ann & Neville Clement should not go unrewarded; they have been awarded an extra prize.

2004	Meets & other Events	Contact
Feb 21	Poole Social	Ken Hook
Mar 27	Netherlands Social	Dave Peak
Apr 30–May 03	Poole Spring	Ken Hook
May 28-31	North France Spring	Tba
Jun 18-20	Austria mid-Summer	Gerald Winkler
Jul 9-16	Brest Festival of the Sea	Tba
Jul 23-25	Channel Isles	Dave Yettram
Aug 20-22	Solent Summer	Tba
Aug 27-30	Poole Summer	Ken Hook

How to host a Meet

What's needed to host a meet ?

* Enthusiasm & optimism
- Minimally one (or two) boats, preferably Wharrams
- A couple of anchorages within a days sail
- Pre-designated pickup points
- Site for a BBQ or inexpensive restaurant

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different with their own personalities and charm.
Organising a regional social is even easier -
All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).
***** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.**

Bring me sunshine.....♫

Well, we've done it! Here's the first SeaPeople with colour photos! I don't know that I could have done it alone, a lot of thanks must go to especially to Ken Hook and Remy Roy, but also to my friends Tina Chen, Marco at FridayPrint, Tony and Eli at Speedprint and others who've helped in small but significant ways. I've been inspired to act positively by the quality and quantity of the content submitted by you, our correspondents, without your contributions it'd all be meaningless. Layout difficulties due to the limited colour, have meant that we haven't been able to implement the software upgrade this issue which will deliver better quality pictures, both colour and B&W. We'll do better next time!

We feel the balance of 8 colour pages is both a significant improvement in content, whilst still being fiscally prudent with our current membership levels. To make sure that it remains economically responsible to maintain (or increase) the number of colour pages there are a couple of things that **you** the members can do to help with this.

- Recruit additional members. (see recruitment incentives on page 4).
- Nominate sailing clubs/organisations that might be interested in receiving complimentary copies of "SeaPeople". To qualify, they'll need to have -
  - An interest in catamarans / Polynesian sailing/paddling canoes
  - A clubhouse or regular meetings (so their members can get to read the mag)
  - Inform us of their overall membership numbers (we'll be hoping for a couple of direct subscriptions)
  - Your committee has started on this task and to date have received positive responses from 6 organisations representing an increased readership base of some 11,000 interested sailors/builders/readers.

Whilst we're patting ourselves on the back, Ken informs me, that the effect of moving from 3 to 4 issues per year and from 28 to 32 page minimum format has increased the content by some 54%. If we eliminate advertising and other static material (2.5 pages currently), this goes up to 64%.
Now this increase hasn't come without an increase in cost; **but** with the increase in subs from £15 to £20, this gives an increase in content (pages) per £ of -

Current (4 issues per year x 32 pages + 8 bonus)/**£20** = **6.8 pages per £**
Old 28 page format (3 issues per year x 28pages)/**£15** = **5.6 pages per £**

21% more pages per £, $ or € (+ colour photos)

And we're still learning how to give you more!

Dave

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/articles that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300K please)
(keeping size of transmitted files under 1MB helps, it's better to send 600kb twice, than 1.2Mb once)

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All editorial contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

Homeward Bound

Ann and Neville Clement Tiki 46

June 2003

We did not clear into the Bahamas

because they charge 100 dollars for a 1 years cruising license but make no provision for boats just passing through and wanting to buy groceries etc for a few days. So we stayed at anchor and only bought petrol and filled our water tanks at a marina fuel dock before moving on.

We wanted a good look at this Sea of Abaco for future reference so we went along the full length and enjoyed lovely flat-water sailing in steady winds unimpeded by the low lying islands. I saw the Whale Cay Passage and will use it in the future to take advantage of the channel markers.

While we were still in warm water, I scrubbed the bottom again to remove marine growth. Nev made some adjustment to the Monitor wind vane so its water paddle locked into position better and he saw to the needs of our good engines.

By the time we reached the Sale Cay anchorage late in the evening we were tired, but the anchor would not hold. So we struggled with different locations and watched another boat doing the same nearby. On about the sixth attempt, it held and we were grateful for the mild conditions so no anchor watch was needed. We will avoid that anchorage in the future.

Early the next morning (the 24th) we left Sale Cay and its population of dolphins, cormorants, and frigate birds and headed for our date with the Gulf Stream in the Florida Straits. This is a swiftly running "river" of water that comes out of the Gulf of Mexico and rounds the Florida coast heading across the Atlantic to northern Europe. It is so big it has a dramatic effect on the weather all along the coast of north western Europe. I had seen ferns and quite delicate plants in Ireland which were only able to survive so far north because of the Gulf Stream's moderating influence on the temperature that far north.

Crossing this strong current can be dangerous if the wind opposes the current because breaking waves can form and boats can be damaged or lost in severe storms. I have crossed it about a dozen times and treat it with all due respect.

The prudent mariner waits for a suitable forecast and completes the crossing in a timely fashion. In other words, "floor it, dear and let's get outa here!"

Seeing a favorable forecast, we took the opportunity and headed directly across allowing the 4 knot current to provide all the northing while we merely headed west. I had guessed right and after our overnight sail, we arrived at the entrance to Fort Pierce just after daybreak. A strong wind had come up overnight which was favorable in direction but made the harbor entrance rough for the boat and us, plus required a firm hand (tired me) and good navigator (good Nev) to guide her to safe anchorage.

Next day we cleared customs and bought our US cruising license for this British flagged vessel. We learned that we must phone in to the US customs frequently when cruising and keep them informed of our movements, but could stay for all but three weeks of each year. That is easy to comply with since the Bahamas are close by and pleasant. The relief we felt about these easy requirements was tremendous.

After a rest and restocking the food lockers etc, we were ready to head north. I had not resided in America for over a decade and was pleased to be home but aware of the altered emotional and political climate after the recent conflict in Iraq etc. The depressing economics of scarce affordable housing and high cost of living with low minimum wage were also evident and a concern.

From the tip of Florida north almost half way up the east coast of America, there exists a system of rivers, bays, estuaries and sounds all linked together by a chain of canals in a navigation over 1000 miles long. This was constructed long ago in bits and pieces and is maintained by the Army Corps of Engineers with navigation aids placed and maintained by the Coast Guard. It is called the Intra Coastal Waterway or the ICW for short and there is no charge for using it. It is also known as The Ditch.

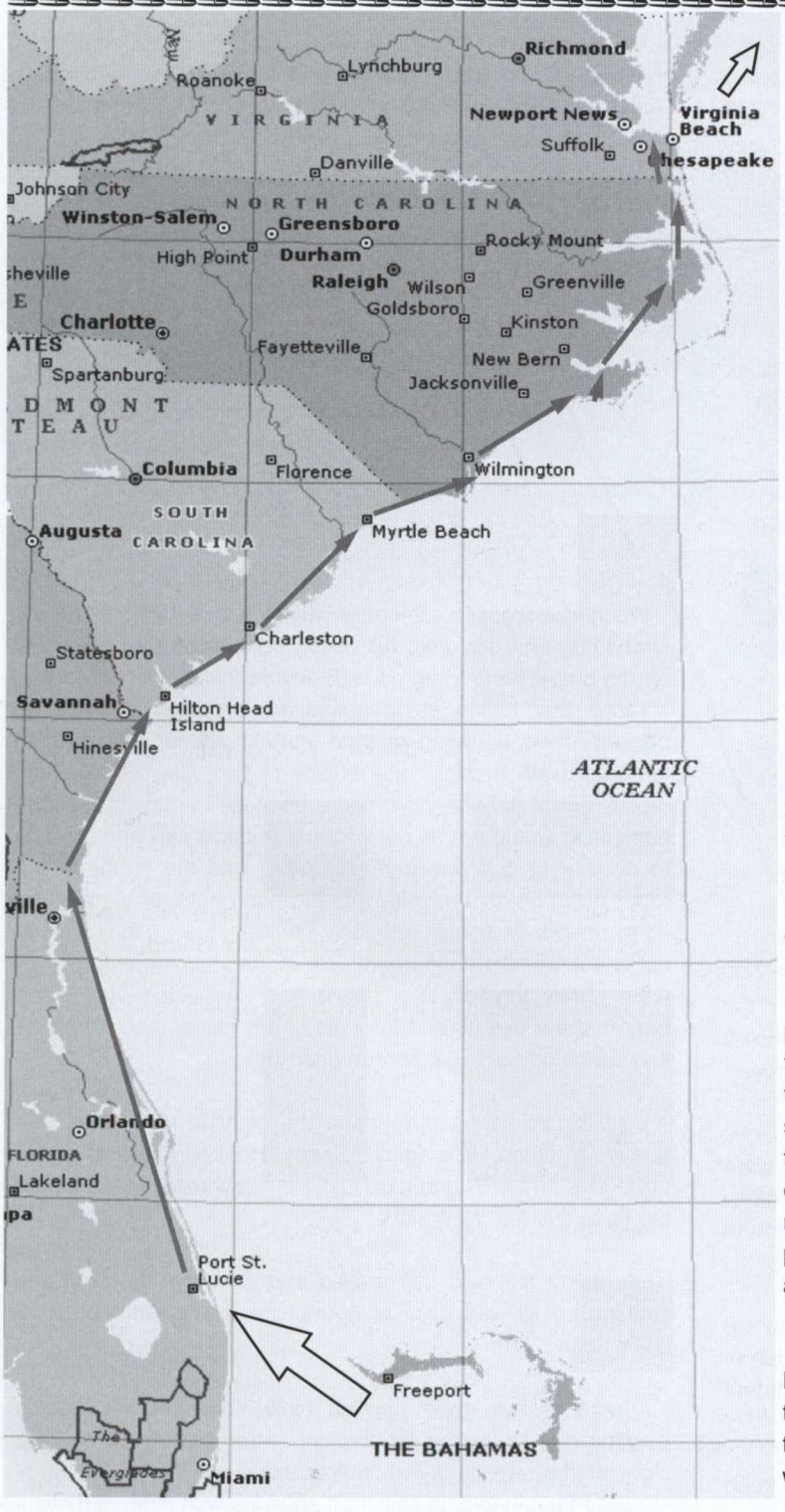
A popular thing to do in a boat is to make a trip south in the autumn and return north in the spring thus avoiding the snow and ice of winter. Boaters doing this are called snow birds and a long line of them spread their white sails like wings to make the trip sometimes inside "the cut" and sometimes outside in the Atlantic. North of Norfolk, New Jersey you must head out into the Atlantic more often, but there is the Chesapeake Bay and also the Delaware River, as well as Long Island Sound, Cape Cod Bay, and other areas that offer protection so it is not too hard to see why this is so popular. We were starting north from Fort Pierce and had over 900 miles to go to Norfolk.

I have traveled this waterway many times and Nev was eager to see it in 1994 when we brought my old boat back from Europe. John had sailed south through the ICW once and remembered it well. Much of the way it is still wild and lovely but each trip I have noticed, with sadness, the new houses being built along the way.

The depth is intended to be 9 feet but luckily the bottom is mostly sand and mud because the dredging is always behind schedule and most folks run aground (or amuck) at least once.

Homeward Bound

Ann and Neville Clement Tiki 46



We left Fort Pierce at daybreak and called for the first of about 70 low bridges to open for us. When I first made the trip, years ago, I carefully prepared my radio transmission in my head and went through the formal identification of the boat, call sign, etc and completed the call properly only to have the bridge tender laugh and drawl back "Awllright, hooney, y'all bring 'er on up here and I'll have it open so's ya kin jus' glide oon bye." I have since relaxed a bit and joined the friendly bridge tender banter while keeping the call brief.

I had bought a used small version chart kit covering the waterway and John mostly used that while Nev had the regular sized kit for Florida. We had a plastic cover for this and a system of marking our passage in grease pencil on the cover which we rubbed off later. That way we could make progress while keeping track of our position and the chart could stay out in the cockpit even on windy or rainy days safely. Some areas require a bit of caution and other areas are easier, but you must be able to quickly and certainly see what the immediate navigation needs are when a barge suddenly comes around the bend.

Most of the way you can see pelicans, osprey, terns, storks, and herons and all sorts of water fowl. It is common to see dolphins and we saw many of them each day.

The first impression I had when faced with my countrymen again is how very friendly Americans are compared to Europeans - especially the reserved British. Over here strangers at the bus stop chat as if they have known you for years. Same at the supermarkets. This does not happen nearly so often in England. We spent much of the day waving to everyone and that is the norm along the ICW.

There are loads of nature reserves and plenty of places where you can anchor so some day we want to take more time here, but on this occasion I was eager to see the kids and friends etc back in Rhode Island, so we pressed on. Another reason to move on was that Nev attracts mosquitoes and we had no screens on our hatches so he was eaten alive. I knew he needed to get north where he would be free of that plague. He was covered with huge welts and John and I also had some bites before we escaped.

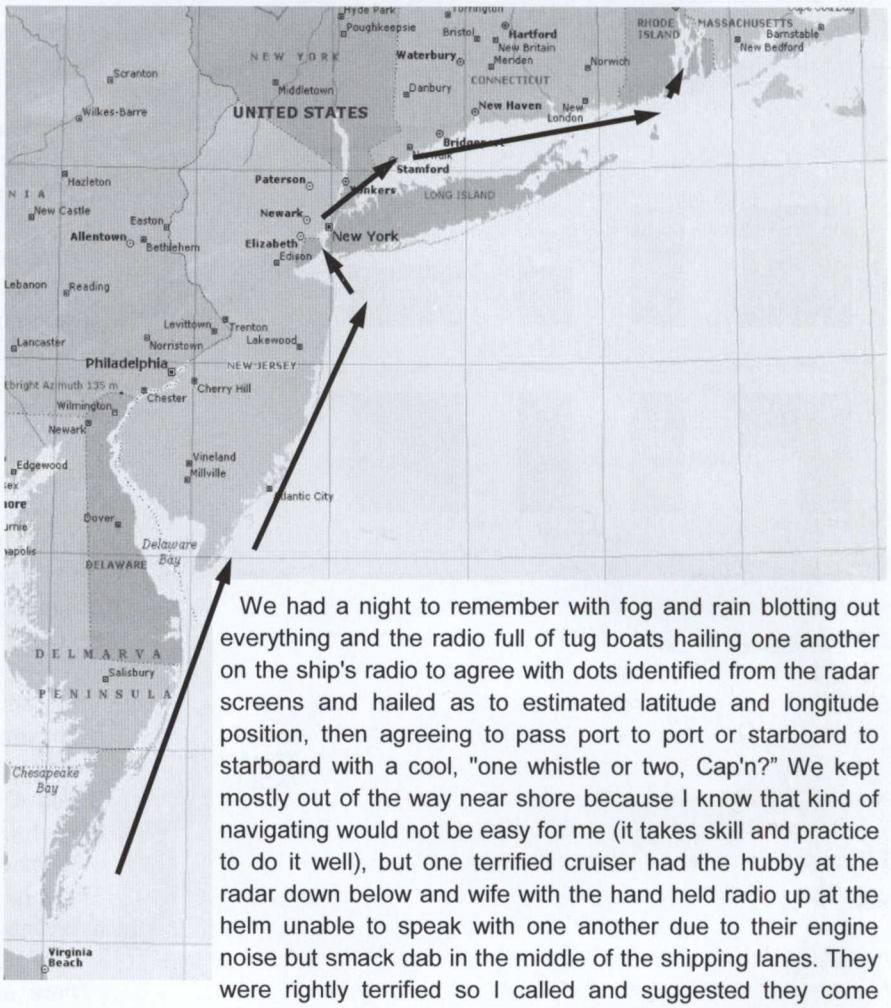
The clearest memory is of the beautiful bridges in Daytona, the severe thunderstorms in several places, the frustration at failing to succeed in many attempts to contact customs, and the lovely mornings when the water seemed to reflect only serenity.

I was at the helm so it was my fault when we ran aground briefly in a side channel near Beaufort, North Carolina which had been abandoned since I was last there but our chart did not show that and I did not notice it in time. It was a light grounding in mud and we were away again quickly.

We had a long wait in Norfolk before we could continue north at the end of the ICW, but this gave us a good rest and we were able to restock the boat again.

Homeward Bound

Ann and Neville Clement Tiki 46



Norfolk, Virginia **mid morning -** we caught the ebb tide out to the Atlantic for an overnight passage to Cape May, New Jersey. This bypassed the fascinating Chesapeake Bay and the Delaware River which we will explore in the autumn when they are less buggy and we have more time. With John navigating, we moved the boat as fast as we could in the dying wind in order to take advantage of this short weather "window" to make a little more progress northwards.

The night watch was very cold and I had to find a spare second blanket and some winter spare clothes for John while Nev and I got out down jackets. There was finally no wind at all and the morning showed that ethereal light where the sky and water seem to be made of the same material. We motored in the calm picking out lights and markers to note in the log.

Anchoring frenzy began in cold rain at the change of tide in Cape May so we were unable to determine where the other boats had their anchors and all the boats were wandering about at the whim of the changing and swirling current. We got soaked and badly chilled before we finally settled just near the Coast Guard station on May 21 and I am amazed that no harsh words were spoken by such tired, wet miserable sods as us. Hot tea never tasted so good!

It was four days before we could go again due to the wind being wrong so we met some nice Canadians on the other boats and I saw my first pocket-mail making a connection in a public phone booth. So easy!

On the 25th of May, the forecast was not really encouraging, but we left anyway planning to use the radar in case of fog getting thicker than predicted. Later we regretted that decision.

Our plan was the same as always in that area... just keep well enough off the coast to be clear of the shallows, but well in shore of the shipping lanes. I had made that trip so often alone and with crew, I did not think it would be a problem. But, while I once did it in a snowstorm, I had never done it in such thick fog.

At the end of the passage is New York Harbor and that is just about the busiest shipping area in the world with ships also going up the Hudson River and through Hell(s) Gate to get into Long Island Sound.

We had a night to remember with fog and rain blotting out everything and the radio full of tug boats hailing one another on the ship's radio to agree with dots identified from the radar screens and hailed as to estimated latitude and longitude position, then agreeing to pass port to port or starboard to starboard with a cool, "one whistle or two, Cap'n?" We kept mostly out of the way near shore because I know that kind of navigating would not be easy for me (it takes skill and practice to do it well), but one terrified cruiser had the hubby at the radar down below and wife with the hand held radio up at the helm unable to speak with one another due to their engine noise but smack dab in the middle of the shipping lanes. They were rightly terrified so I called and suggested they come nearer shore like us and they did find it easier then. She was just a blob on our radar screen after that.

Visibility worsened throughout the night in rain which was heavy at times. We found Sandy Hook's welcoming and protective arm with gratitude just after daybreak on the last of the flood tide into New York.

We spent the next day resting and dried out the boat and clothing so all was back to normal for the trip through THE CITY on the 27th.

I have always gone through New York with my nerves jangling due to the heavy shipping, strong currents, and the sight of that entire skyline representing the most un-natural life style imaginable. In twilight it sparkles with light, at dawn it appears dream like, but underneath it all, I know that humans are not made to live in places like that. Certainly not this one! But I must admit that it is a dramatic scene, it looks exciting, and I do know many people who love it. From the water it is ok, but this country girl stays off those streets.

We kept eyes moving in all directions to stay clear of shipping on this workday morning and pushed the last of the ebb tide as we headed towards Manhattan.

Homeward Bound

Ann and Neville Clement Tiki 46

At that point the flood took us whizzing through Hell Gate past the U.N. and the dreadful prison of Riker's Island and into Long Island Sound.

We needed to buy petrol for the outboard engines but could not understand the thick Bronx accent on the radio giving directions, so we continue beyond dear old City Island to Oyster Bay. This is in the posh North Shore where Rockerfeller and Vanderbilts lived in royal splendor decades ago and modern day rich folks still live beyond their stress level. Anchoring for free in such places gives us budget-minded cruisers a laugh and we tucked into a quiet corner with good holding for the night. It was a lovely place of tasteful gardens (not a gnome in sight) and woods.

We started this voyage from England in late August and had already come well over 7,000 miles, so we were getting eager to see the final destination of my home waters in Rhode Island where we plan to spend the summer.

Leaving Oyster Bay in the morning, we crossed over to the Connecticut side of the Sound with all sail set plus one engine, in haze but slightly warmer weather. There were no more bugs but also suddenly no more pelicans either and they are Nev's favorite birds because of their elegant flying and ancient, well tested design.

Like a lot of eagerly anticipated activities, this one was met quietly and we each had our own thoughts as we recognized various features. We have some fine lighthouses here and many memories plus the shore line is pretty and the sailing is world famous if you like light airs in the summer. I do.

But this was spring time and luckily the thunder storm and tornado warnings came over the radio in time for us to decide not to enter the Connecticut River Mouth anchorage that night so the flash floods that came after the rains did not bother us. We have these severe storm systems a lot in the spring time on the east coast but this year they had been quite a pest. Nearby Hartford had several feet of flood waters down town and there was a lot of stuff floating in the water for us to avoid next morning.

The anchor came up at 8:30 for the last time and we had some right way wind for a change heading for Fisher's Island Sound to avoid strong currents in The Race at the east end of Long Island Sound. There is a line of longitude that can be followed to clear all hazards from the mouth of the Thames River in Connecticut near New London, right through to Watch Hill, Rhode Island where it opens into the Atlantic. We got on that track and managed with flukey winds and fair currents to make enough progress, that we decided not to stop for the night at Point Judith at the bottom of Narragansett Bay. There was still some fair current, a little wind and enough daylight to continue.

The winds strengthened then and we seemed to dance from wave top to wave top in the late afternoon until, finally seeing sense, we dropped the foremain. Nev muttered, "about bloody time, too", but that race boat with the spinnaker up had been held back in second place until they blinked first and took it down. Of course they had a team of youngsters to do that while Nev struggled on his own. We spoke again of our plans to make booms for both main sails and lazy jacks to hang from the shrouds and help bundle the sail so reducing sail will be easier.

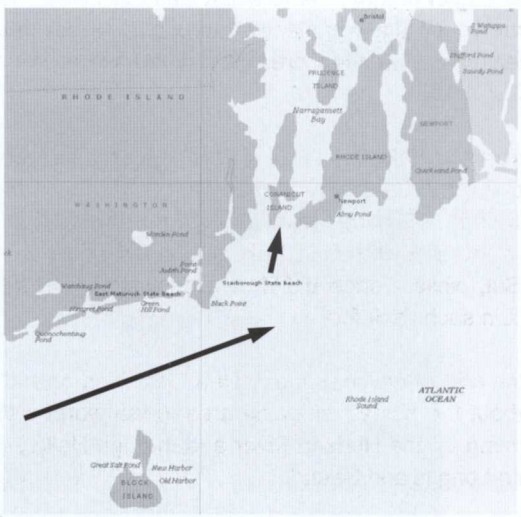
Rounding up into Narragansett Bay, I saw the Beaver Tail light at the bottom of Jamestown (actually Conamicutt Island) and we passed Whale Rock to approach the Jamestown bridge. This was certainly getting home and I shed a tear seeing it all again after so long!

The sun was getting low, but there was no stopping me now, so I made a thick stew and we ate it on the run as we passed Hope Island and saw the light house at Warwick Point. While I had glanced at the chart, I did remember all this area well enough not to have needed it. Even after 9 years, I can still sail home unaided.

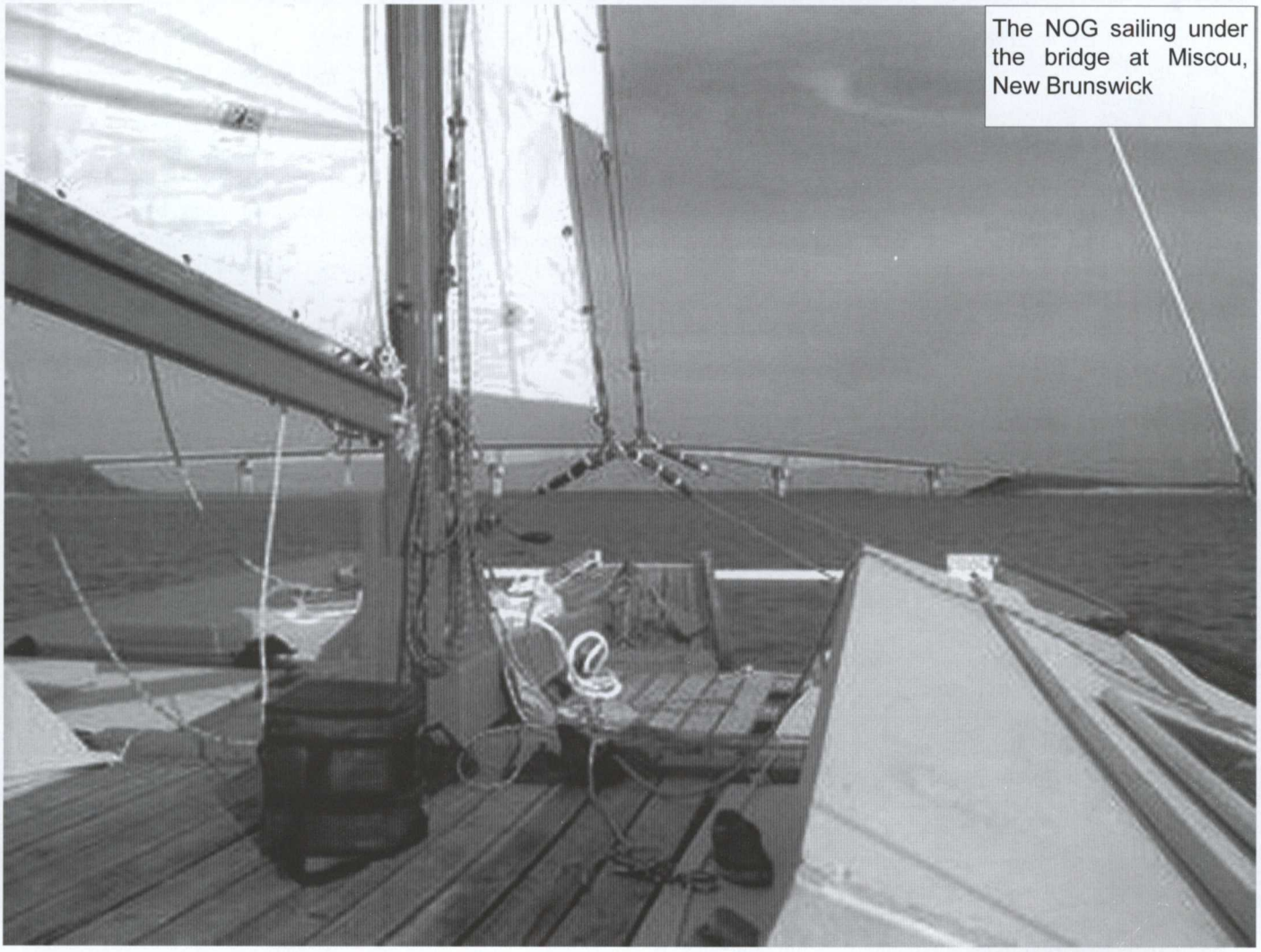
The anchorage at Goddard Park came in sight and we fumbled around again with anchoring frenzy until it set properly. Home. The Maiden voyage is now over because we do not plan to continue north, but will stay here all summer catching up with family and friends we have not seen for years.

May 29 and home at last... but we are always home wherever the boat is and she will take us on more voyages in the years to come.

But it was great to be home again and living aboard our own boat here.



NEWS FROM SEA PEOPLE



The NOG sailing under the bridge at Miscou, New Brunswick

NOG at anchor

NEWS FROM SEA PEOPLE

Canada

Bonjour

Long time no see... no sea.

The NARANOG is loose and sailing and life is wonderful.

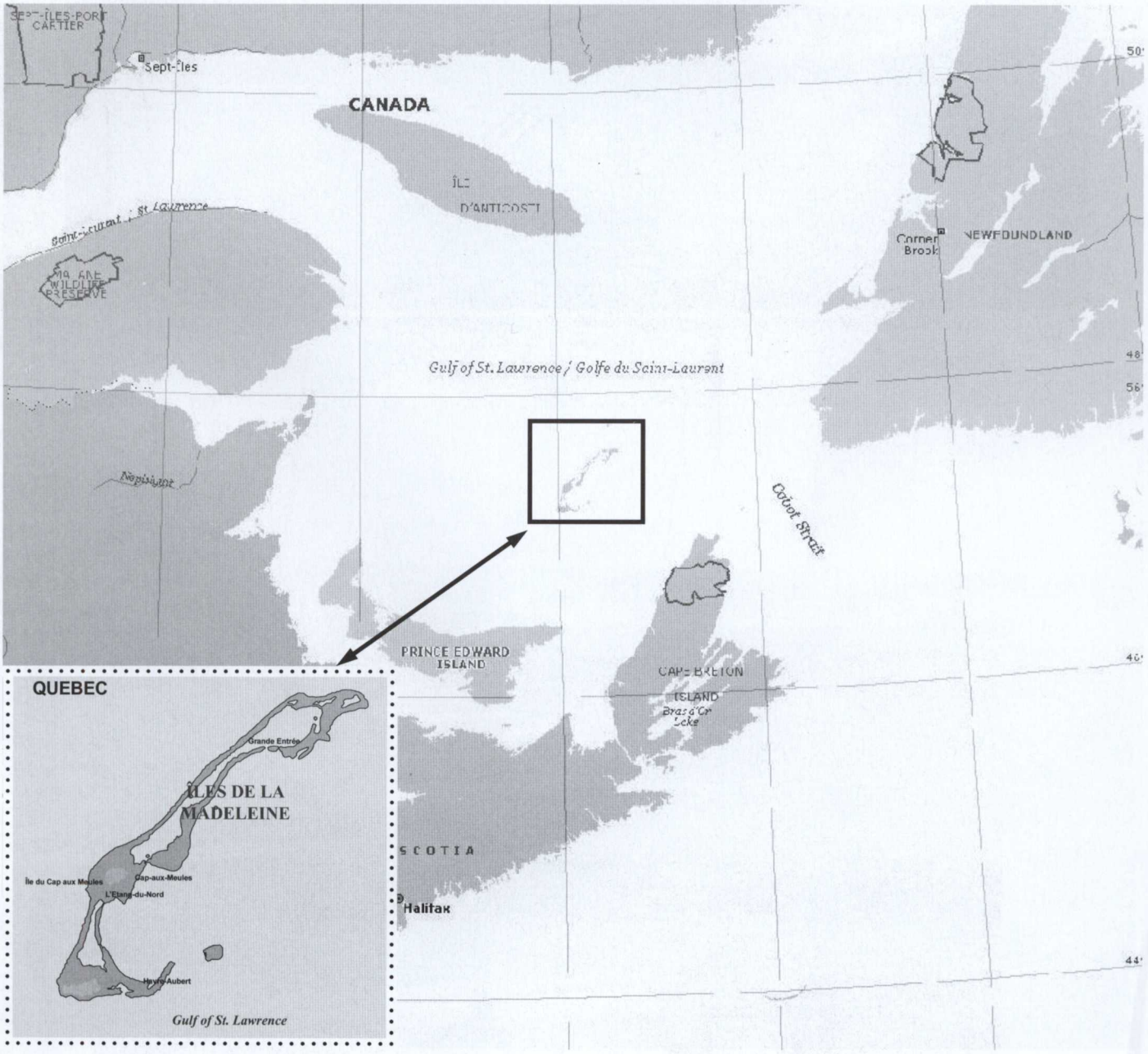
Mostly solo, with the mutt MIGLOO. all around the Bay des Chaleurs of course, but also to Les Iles de la Madeleine twice, to Cape Breton and all over the north side of Prince Edouard Island. Many adventures.

Calms... then gales 35 knots on the nose (most of the time.) 40 knots from behind.. and 55 squall don't ask me where from, the tiller tied and the NOG sailing along balance in its sails. (not so true when the wind behind). Never had to heave to or run from a gulf of St Lawrence gale. Speed sometimes 3-4 knots on a reefed staysail and deeply reefed mizzen going to weather in a gale... sometimes 7-8 knots all sails on 15-18 knots of wind on the back quarter... sometimes 16-18 knots, surfing with a max reefed main and a staysail in 40 knots winds...

More details on its way... I'm back in my straw roofed cabin for an oncoming Canadian winter before taking the NOG to sea again for futher adventures. Will try to find time to get my subscription in order...

Fair winds to all.. especially my breton sailing friend Arnaud Feuvrier... from cancer at 41... now I have to till the NOG for him too...

Geraldo (Daoust) Tangaroa IV



Austrian Summer 2003 Meet

Austria Summer 2003 Meet

We had a few meetings in Austria since the last summer boat meeting in June 2002 reported in magazine 49 by Ken Hook. Usually we have a boat-only meeting in September, the main meeting in June over two and a half days and a winter social meeting in December.

The 2003 summer meeting took place 13th - 15th June and was special: first - it's been the 10th year of Wharram catamaran boat meetings in Austria (10th anniversary is next year) and second - it started very slow. This, because we had heavy thunderstorms on Friday afternoon and evening. Finally only Reinhold Schröder on TWO HUSKIES and ourselves on KANANASKIS (both Tiki 26) could make it to the Early Bird meeting anchorage at the famous Bauminsel (around midnight).

Saturday morning was fine - blue sky and fair winds. Soon a few others cats arrived and joined for breakfast. At around 11 o'clock we went anchor up, hoisted sails and left on a southbound leg for the raft up in the Breitenbrunn area. The raft grew quickly up. Lunch picnics were offered on several boats. Everybody had something to bring and contribute from wine & coffee to cake & hot meals. On KANANASKIS we offered the classic Vienna sausages which we traditionally are serving at the Early Bird Meet, finally we had 13 people on board on a Tiki 26! Wharrams catamarans are really social and communication supportive! Meinhard Koch, owner of Tiki 38 TIKIMATA, reported about his meeting with James Wharram in Greece and his plans for cruising in the Ionian Sea this year. Meinhard is also taking sometimes charter guests on board. Its been interesting to listen to Gundi Zimmermann's stories about her Atlantic crossing with her Tiki 30 ANNA SOPHIA.

In the evening only a very gentle breeze was left and the fleet ghosted into the harbour of Jois. A new location for the meeting, with a very nice and cosy restaurant at the beach. Other boats, crews and visitors joined in. Mood was excellent and Guenther Schweitzer celebrated the launch of his refitted Tiki 26 by paying most of the beer and topped it by playing guitar and singing.
In Jois also PCA member Erich Widder showed up with his new Tiki 26 MAEKA, which he has built over the last years. Erich did an incredible job, MAEKA has been build and completed by him to a finish level which is unbeatable, even by a top professional boat builder. His brother Claus joined the meeting in Jois with his family on board their Tiki 21 IWI, which is a similar beauty as MAEKA.

Our group here is constantly growing, last September meeting 15 catamarans were rafted up. Interesting, that the majority of the cats are Tiki 26's. Unfortunately we see lesser international participation of Wharram trailer catamarans in our meetings. Quite the opposite for the winter social meet, where we regularly can welcome our friends from Germany. Lake Neusiedel is worth visiting by boat because it's a great area for sailing. We had visitors who left their cats here for a week or longer in combination with our summer meetings.

Hey you trailer sailors and car toppers, sailing on the Neusiedlersee, is an interesting and rewarding experience. I found the welcome I received in 2001 was wonderfully warm. Yes it's a hike from some northern european centres, but plan on a week there and you'll find it was worth the drive!, Hmmm, Rotterdam to Wien 1200km, 120kph .....

Hints and Tips

Gerald Winkler Tiki 26

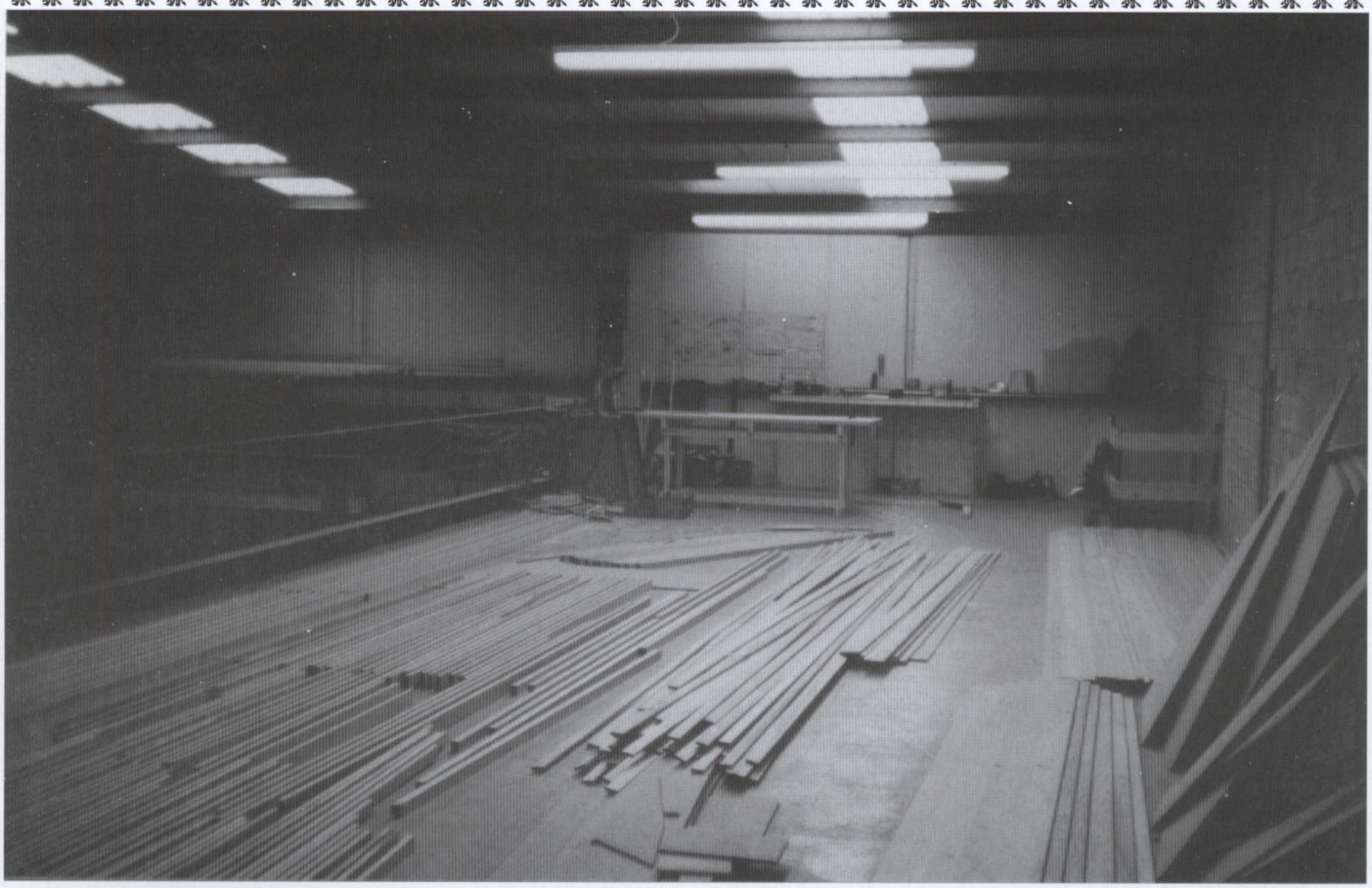
Sun tents & sails

Many types of tents have been constructed for Wharram catamarans. On our Tiki 26 "**KANANASKIS**" we have two tents. One is for (or better, against) foul weather, produced by D-Sails (Steve Turner design) and I regard it as excellent. The other one is a large and light self-made tent we use at anchor against the sun or for privacy in harbours. Both designs need the support of a pole (we use our boat hook) and are being lifted by the main halyards. Both can be rigged in less than 5 minutes. A great variety can be seen for sun tents. Unfortunately almost none can be used while sailing. We like sailing, the sun and .....shade.

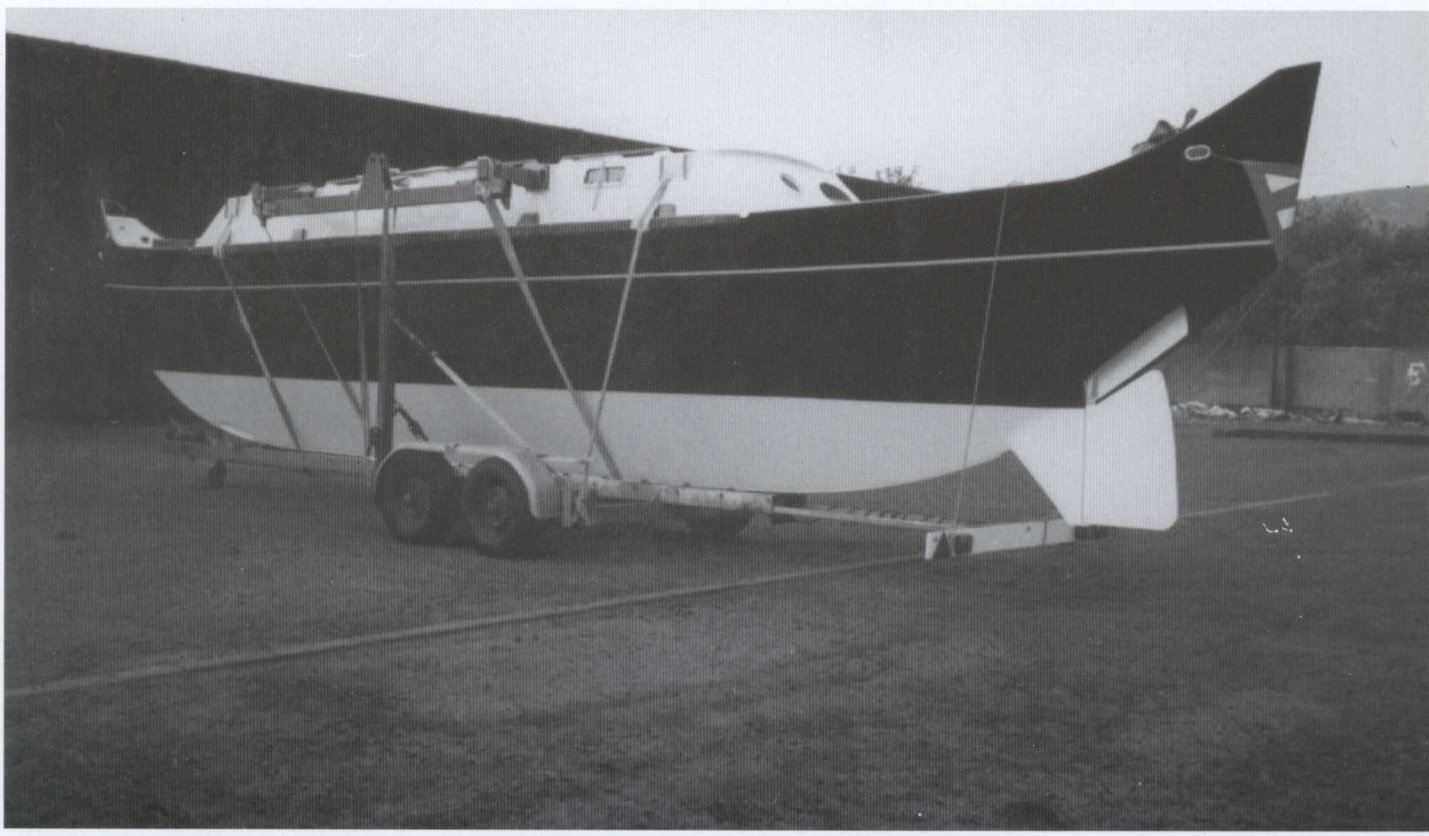
In spring we were preparing again for our third summer holiday cruise in the Adriatic Sea. We had long discussions how we can protect ourselves against the sun during sailing. A solution we used years ago were simply the use of umbrellas. Needless to say they have some disadvantages. Finally my wife Brigitte came up with a very simple solution – a triangle sun sail. Within hours she produced it. It is simply attached on the mainsails reefing lines – wherever you need it, the shrouds or somewhere else. We rig it as horizontal as possible to reduce drag. You can easily vary it according to sun angle and sail trim and change when tacking.

How a boat is built

Peter Richardson Pahi 42

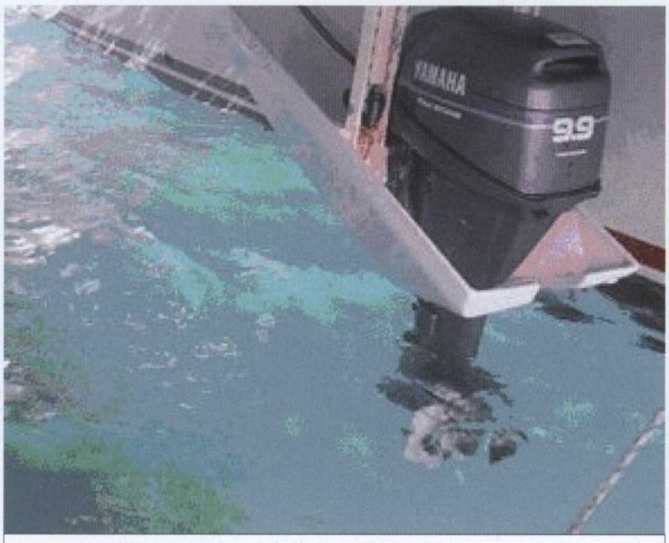


From hundreds of pieces of lumber to his dream, one mans' pictorial story of how he made his dream come true will begin in our March 2004 issue. A rare opportunity to see the the dream materialise.

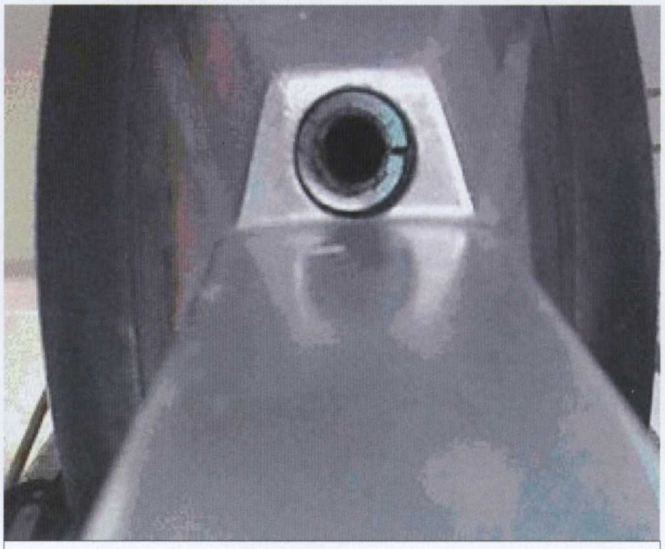


Engine Damage

John Whalley Pahi 45 (Stretched 42)



Easy accessability of the Yamaha outboards in their pods. It could almost be viewed as a pleasure to do your engine maintenace from your dinghy and not the chore it sometimes seems.



This picture shows the Yamaha 9.9 from below with the sump plug ring cracked. (i.e. dark split to the right of the ring)

Cat-Corner in the Northern Sporades, Aegean,Greece

Engine Damage

John Whalley Pahi 45 (Stretched 42)

Ben Mullett has passed on a number of items that had been sent to him during his tenure as editor. Some of these items were from John Whalley, who passed away in 2001. I've been in touch with Faye (John's widow) to make sure that publishing John's work wouldn't be upsetting to her. It's with her blessing that this article and ones in upcoming issues are presented. I only met John one time, but remember his presentation at the 2000 AGM and the warmth when he spoke of "Tirla", their Pahi 45.

Dave Peak

In the middle of the 2000 season, while moored to the olive trees in a beautiful Ionian bay, I decided work had to come first! So instead of an afternoon swim I began to change the oil in both our Yamaha 9.9 outboards. Due to the design of the engine pods this is an easy task to do in the water or out.

It can be done with no possibility of any oil leakage and is something I do every few months. All went well until I tried to undo the port engine sump plug. I thought it was very stiff so without thinking assumed I had turned it the wrong way. With a little extra beef I tried to get it to undo. This it did but I had forced it against the thread. It sheered off leaving the plug in situ and no normal way of undoing it! My first approach was to say to myself, well it's not an operational problem, the engine will still work fine and I'll get a sensible engineer to drill it out. We were a day away from such assistance and my foolishness niggled me. I wanted to solve it myself. Oh how a little knowledge is a bad thing! I drilled it with a counter bit to extract the remaining bits of the plug. There was a loud click and my heart fell! Yes, well done John, now you have one engine with a cracked oil sump.

Greece has very good coverage re phone signals, and I was able to contact the main Yamaha dealer in Athens on my portable phone, but they wanted me to go through the local dealer for the spares. He would only speak Greek!

From the boat, I emailed the above photo of the damage to our engine supplier in Suffolk. They were superb. They found that there was no new sump in the UK so stripped one from an engine they had. They packaged a full manual, all the other bits required for the repair and sent it to two of our friends in Falmouth who were coming out the following week.

Our visitors plus large package duly arrived. A local engineer then took the engine ashore. We were still able to move without difficulty on the remaining engine. Indeed we can do over 5 knots in calm water on a single 9.9 Yamaha. The engineer did a first class job and we soon had it back in full working order. It showed how email plus digital camera was a real saviour.

When we came back to the UK for a visit I went to Seamark Nunn's shop in Suffolk and presented Simon, with a bottle of wine plus many thanks.

We have found the Yamaha 9.9's to be very reliable engines and we take care to keep the maintenance of them up to date.

The worst problem I have had, involved an unmarked fishing net, rocks, fog and 100 litres of bad fuel! However, that's all another story……

Cat Corner

John Whalley Pahi 45(42)

This secluded bay on the uninhabited island of Nisos Adelphi is unmarked on any pilot and can only be used in very settled weather. If you find yourself in the Northern Sporades, check it out as it is a " one boat stern to shore" hideaway.

On the very southern tip of Nisos Adelphi at 39.06.261 N 23.58.791 E is an indent which is just inshore of a very small island. Leave this small island to starboard and you will see the tiny cove, which is actually a lot more sheltered than at first appears. The prevailing winds are from the NW and the inlet lays east/west.

Anchor close in, just as the weed ends, on shale/stones. Ensure that the anchor is well dug in and go astern till you are well over the sandy area. Take two stern ropes ashore to one of the many suitable rocks.

Swimming is superb in the crystal clear water. Goats will come to see who is there, gulls, cormorants and hawks abound. Whales and dolphins are likely to be seen in the evening and with no natural light visible at night the stars look near!

When swimming take caution regarding the sea urchins, also you will feel the occasional area of cool fresh water which has peculated through the rocks and entered the sea.

In the night you may hear strange noises of seemingly angry beasts, but what are they ???

NEWS FROM SEA PEOPLE

Holland

After we returned to the boat after picking up my mail at Lelystad-Haven Marina and going thru magazine # 53, I got inspired to start writing some more.

A few weeks after having the first sail on Markermeer (not IJselmeer Dave) we left the Marina and sailed to Pampus Haven which is a work harbour close to Almere and Amsterdam. We were at anchor there to do some maintenance for a few days while Frances cleaned the boat and sorted things out. This made a lot of space in the hulls but if I wanted something I had to ask Frances where she put it for I could not find a thing. But she wrote everything down and where it was so I could find it when she had gone home to New Zealand again.

Frances enjoyed the sailing, which we did several times while she was still out here and loved the boat people here and was really liked. When I go to the marina they ask me when she returns, but we had a few mishaps and this put the wind up her and me also.

The worse thing that happened was that we finished up on the dike at Pampus Haven one day when a squall hit us, and the anchor dragged. We knew bad weather was coming and seeing we had been at anchor several days thought it would hold.

We had 25 meters of 10 mm chain and some rope out on a plough anchor and believed we had no worries. We saw the black clouds coming and sat outside waiting for the weather to hit us and no sooner than the first wind hit us, we started to drag the anchor as if it was being pulled thru butter. This surprised me but didn't worry me at that stage as we were a long way from shore.

I started the motor and started to wind the anchor in when the chain jumped off the front pulley, at the time there was nothing over the top to stop her doing this. What ever we tried the chain stayed jammed and the dike which on the outside has big rocks came closer and closer until we hit it with the port side hull.

We had an aluminium ladder on board which Frances used to push the front of the hull off the dike while I tried to get "Sundowner" off the dike with the motor. After a while Frances yelled at me to put out a mayday but I made the wrong decision, believing the hull would break up before a rescue boat could get to us and I didn't (make the call).

The hull was banging on the dike as if she wanted to break thru it and to me it looked that my dream was about to turn into driftwood. After a half hour of this I decided to put out a mayday anyway and it took only 5 minutes for the first rescue boat to arrive on the scene, as they had left the harbour early in anticipation of boats in trouble. (Do other rescue services act so pro-actively – Ed?). It was a good thing they did as there were several boats that called for assistance after our rescue.

By the time they arrived I had pulled the anchor line thru and discarded it with a buoy on the end of it for a later recovery. They put a rescuer onboard with a heavy line which he tied around the mast and pulled us of the dike and towed us to a jetty on the other end of the harbour. One of the rudders was lifted up as we were pulled off the dike and this made steering hard and one of the other rescue boats (3 smaller ones arrived as well) tied a line on the rear beam and tried to steer us that way. Soon after this the deck at the back fell in the water and didn't realise at the time that the boat at the back caused it by pulling at the rear beam giving way to the supporting beam.

When we arrived at the jetty there were willing hands to take the lines and secure the boat and one of the skippers came over with hot soup and buns. [Aren't fellow boaters at their best at times like this –Ed]

There was no damage on the boat except what the rescue boats caused, also the underwater ship has no damage. The anchor was recovered the next day and also all the bits that floated away when being pulled to the jetty.

You are allowed to stay here for 3 x 24 hours and there is no charge but no overstaying except for a portable chips place where they make jammy chips! The next few days I noticed quite a lot of maintenance that needed to be done and as it turned out far more than I could see at the time.

So out came the machinery, tools and epoxy and no sooner did I believed that the work was finished and could go sailing or I would find more place needing repair. The first week that we stayed there I moved every three days, but now have been here for more than 3.5 months and have not been told to move, also have my car here so have wheels to do the shopping.

Next sailing season I plan to return here to do some more maintenance and plan to leave The Netherlands and sail to New Zealand. Next week I plan to sail back to Lelystad Haven Marina and stay there for the winter season and leave there again the first of April 2004 and return to Pampus Haven.

There were some fishing cotters that moored here and we got friendly looking after their boats when they were away and help with mooring when they arrived. Needless to say we were given more fish than we could eat our self and pleased some people and friends by giving them some.

On account of the colder water the fish don't swim around a great deal anymore and fishing is poor at the moment and

there is only one cotter left and he won't keep fishing for much longer. It surprised me that there is halibut swimming around in fresh water and also crabs, I like the halibut but have not tried the crabs out here yet.

I plan to start drying some of the fish I been getting, but don't know at this stage how to go about it. [see SeaPeople 53, also smoking fish this issue - Ed]

I have befriended Rudy who is a skipper with a two-masted sailing boat who has sailed around the world twice, he has offered to come with me and help me sail to Portugal. His boat is also semi permanently moored out here and this is how we made contact. So far I don't have a crew yet and **wonder if anyone is interested to come sailing all the way or part of it.** Of cause we need to be compatible and won't know this till we meet and done some sailing.

You may wonder who Frances is and how we met so I better tell you a little about us two before I write some more.

She is a Dinky Die Kiwi and born on the South Island, she married a Dutchman, has 6 children and has been widowed for some years and lives just outside Hamilton. We met at a barbeque and found one another interesting and soon started a LAD relation. She was going to go to Turkey for a 3-4 week holiday and invited her to stop over after that for some sailing with me. She is a few years older than me and I'm 67 at the moment and shall be 68 in March. [Are you a fellow Piscean Gerard ? – Dave {March 16th}]

I still miss having her around and hope she returns on the boat at some stage next year and she tells me she miss me as well. I miss her company but she also took a lot of work out of my hands so I could get on with mine. When she left she told me I was not allowed to put anything on her bed except a few coat hangers so the bed looks inviting!

Good building and sailing,
Gerard Janssen Pahi 42

Uruguay

"Polynesia" is our current Uruguayan flagged Tiki 26; she was built in Brazil in 2001-2002 by Frank Sarnighausen (mixture of German, Peruvian and Brazilian), based on the plans of James Wharram (Briton) and H. Boon (Dutch), plus his personal thoughts and the thoughts of Chango (Fernande Barrios), a mixture of Argentinian and Basque. As I am mixture of Uruguayan and Catalan, we can conclude that this is a truly international sailboat.

The homeport of "Polynesia" is PIRIAPOLIS, in Republic of URUGUAY, South America, between Brazil and Argentina, on the "de la Plata" river, very close (10 miles) to the official limit between that river and the Atlantic Ocean.

We have no hurricanes, no earthquakes, no tsunamis, no tornados, no snow, temperature of 8-10 Celsius degrees in winter, 27-28 Celsius degrees in summer and very nice waters to sail.

Piriapolis is a little port, very well protected from the open sea, and is an actual and current stop for the sailboats going south to Magellan Strait, Tierra del Fuego, Patagonia, Cape Horn etc. Currently you'll find fifteen ocean-going foreign vessels, preparing their trip for the South (French, Dutch, Canadian, German, American -of U.S.A.-, British, Australian, etc). It is regrettable that we see not many catamarans here. In fact, ours is the only one currently in the port.

The boat was launched in March 2002 in a very nice lagoon between terrific mountains, near the city of Sao Carlos, where Frank lives, 300 km West of Sao Paulo, the huge Brazilian city. Frank and all his family, Chango, Claudia -my wife- and I were present.

All those people that had launched their boats the first time will understand which were our feelings at that moment. You have to live it in order to explain it successfully.

"Polynesia" sailed great during that weekend in the lagoon!

Afterwards, Frank faced the greatest difficulty: to obtain from the authorities the appropriate papers in order to export the vessel to our country (URUGUAY). Lot of months involved this issue, but Frank succeeded! Frank constructed a large wooden cage; similar to a container put "Polynesia" disassembled on a truck and send it by road to the port of Piriapolis in Uruguay.

Then, the Uruguayan part of the "paper goes – paper returns" began. Finally, after weeks and weeks of bureaucracy, the vessel obtained the registration and the Uruguayan flag fluttered at her stern. The first Wharram catamaran known in Uruguay was formally ready to set sail.

With Enrique, my brother and Claudia and Cristian, an Argentinian friend, we assembled the boat and the Uruguayan official launching took place on May 17, 2002.

Second part of feelings above mentioned. tears, champagne, lots of good friends physically and in spirit were present in that moment.

Since then, we have sailed more than 1.000 miles, with great success. The T26 proved to be very seaworthy and despite it being our first catamaran so we were not used to this kind of device, we are very satisfied with her, more than expected!

The full evidence of her seaworthiness showed itself when returning from the port of San Isidro (West of Buenos Aires) to Montevideo (capital of Uruguay, facing 33 knots from the East). An omission attributable to me (I didn't realize that the fore hatches were not tightly closed) determined that 160 liters of water flooded each storeroom. 320 liters of water in the bows! Under reefed mainsail and jib the boat went upwind delightfully. The weight of the crew of three was distributed, one in each hull and the third steering in the cockpit. We did not "bury" either of the bows in the waves, the T26 worked to perfection. Sailing in shallow waters is something new and unexperienced before by us.

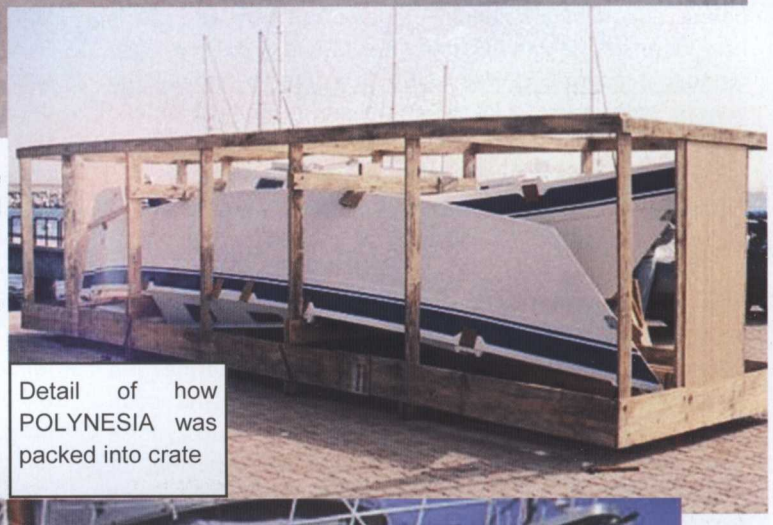
Truck with POLYNESIA aboard headed for URUGUAY

Sailing horizontally is a great experience! We have been on various cruises from Piriapolis to Punta del Este, Montevideo, Buenos Aires, all very enjoyable.

Because of "Polynesia", catamarans have definitely taken root in our lives.

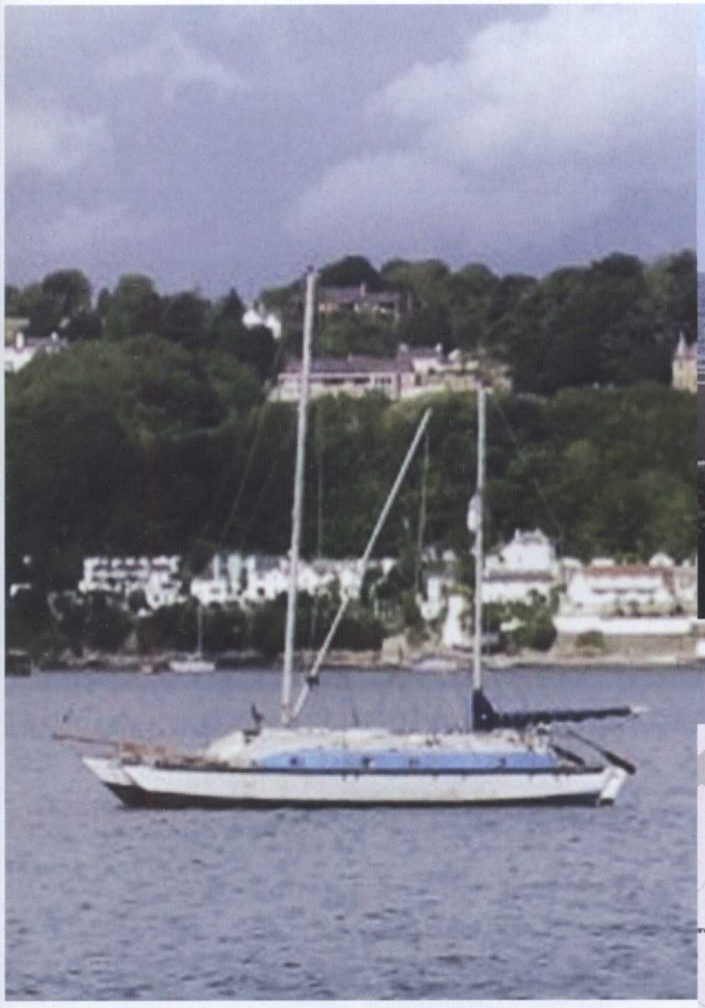
Fair winds.

Luis Nin Estevez Tiki 26



Detail of how POLYNESIA was packed into crate

Luis, with his pride and joy.



PCA – Anglesey Meet

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NEWS FROM SEA PEOPLE

N Wales– Anglesey

Dave Brooman and John Cooke met up on September 6 at Red Wharf Bay, on the north-east coast of Anglesey. This is superb cat country, and requires careful use of the tides to get a cat up the channel at the west of the bay to the anchorage at the village of Red Wharf Bay. Dave has been there on several occasions with his Narai, but John, car-topping his 4.3m / 14 foot Aoraki, camped at the site on the end of Trwyn Dwlban, and launched from the beach there.

Unfortunately most of the various PCA members who had indicated that they might be attending didn't come in the end, so the meet was a bit sparse! Additionally, unexpected work demands meant that Dave couldn't get his Narai round from Bangor in time to work the tides. However, John got Aoraki out into Red Wharf Bay and Benllech Bay on the Saturday morning and had a fine sail in a good F3-4 breeze. Here is Aoraki on the beach waiting for the tide to come in again!

The PCA was represented by two members and two sweatshirts! We were pleased to find we had at least got some contrasting colours. There was a lot of polycat chat whilst the barbecue heated up.

Here's a group of happy polycat enthusiasts (picture on previous page) with what turned out to be an enormous barbecue, since there was enough food and beer for all those who weren't there!

Polycat barbecue tip number 23: how to barbecue onions that are already chopped, when you don't have a pan. First, open a can of beer. Then drink the beer. Then cut the beer can open and, without carving up your fingers, bend it flat, and turn up the edges to form a flat container. Spread the chopped onion over this, pour some more beer over them, and cook until done. Delicious!

Still building up our strength here ready to haul Aoraki (pictured on previous page) up the hard (lots of pebbles! - the bigger your trolley wheels the better). We couldn't wait for the tide to come in.

Also pictured is Dave's Narai Mk 4, Sue Mandy (I hope I got the right boat but there aren't many Wharram cats around Anglesey!).

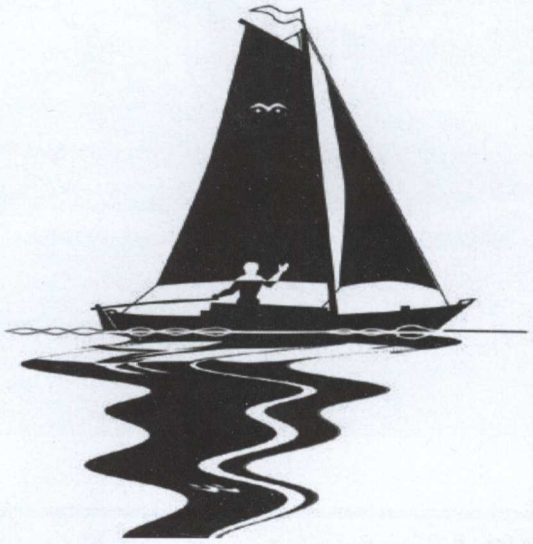
A great time was had by all and those who didn't turn up definitely missed out. It's a lovely cruising area and day sailing is easy from the camp site. Many thanks to Dave for suggesting this meet and for providing the barbecue.

John Cooke "Aoraki"

UK

Herewith some thoughts generated by my first week's sea trials in my new boat, off the Northumberland coast in late August 2003.

Well, for nigh on four years I have been the proud / frustrated owner of Tiki21 set of plans number 768. On Sunday 24th August 2003 I became an anxious parent as I watched my Wharram object d'art lifted by the incoming tide on Beadnell beach.



To my immense surprise she floated, what is more the right way up and drew near universal admiration from my peers at the local sailing club.

Floating though was not really, in my eyes anyway what the Tiki was about and so I approached sailing the beast with some trepidation.

She really does sail very well, I expect a thank you is due to Wharram Design and Jeckells for that. First trials consisted of # 1 jib and main in about a force three. She behaved properly tacking predictably even under main alone. Tiki left the 18ft 6in Alacritiy, which was taking an interest, for dead. The acceleration is startling (for a cabin boat) and I would advise anybody who lacks experience of the boat (not just boats in general) to have their first shake down in an un-crowded spot.

The rest of my week's summer holiday consisted of a series of short sails up and down the Northumberland coast in the Tiki, familiarity breeding contentment.

So, after a first week's sail in my Tiki, I am impressed. She is better than I expected for pace and in sea-keeping ability although, with a week's experience I have a list of modifications to make life easier. Well who does not after initial sea-trials?

If you are building, stick at it, Tiki was certainly worth it and there is no reason why your's should not be as good or better.

Yours Faithfully,

James Mackie Tiki 21

NEWS FROM SEA PEOPLE

UK

Having spent 20 years sailing heavy cruising boats, both Gaff and Bermudian rigged, I decided that I needed to downsize to something easier to handle, both from a financial and a physical viewpoint, as a motorcycle crash (not my fault) had left me with a weakened left arm.

The lure of multihulls rapidly crept up on me and, although I'd never considered one before, I'd always admired Wharrams from an aesthetic point of view whenever I saw them on my travels. I did my homework over a number of months and, as soon as my Gaffer "Taimanu", a steel Tahitiana 32 (9½ tons), was sold, I found myself very quickly drawn to the GRP Tiki 26 "Eumundi", then owned and built by Mike Smith in Millbrook, Plymouth.

My sailing experience with cats up until then had been the odd jaunt crewing on a Hobicat or Dart – so I joined the PCA and Ken Hook and Paul Barnett's enthusiasm quickly rubbed off on me. Following a mere afternoon's sail I decided to bite the bullet and found myself the new owner of a boat, the ins and outs of which I had to admit I didn't fully understand; so when Ken and Paul offered to help me bring her round to Poole, I jumped at their offer.

I renamed the boat "**2 Amigos**" (apologies to Mike) and moved her from her drying mooring in Millbrook to Plymouth Yacht Haven. On my Maiden Trip I found myself tearing up the Tamar in a Force 6 with my partner Caroline and her son Simon, aged 12, loving every minute of it and realizing how easy "2 Amigos" was to handle - and of course how radically different the motion was to anything I'd sailed before.

August 16th my crew, Ken and Paul, arrived. We set off just before first light on Saturday 17th with the intention of making Poole in one hit. The wind increased fairly quickly to an easterly 5 making tacking into it the only way to go. I had replaced the jib and given the main the benefit of the doubt, but my fears about the latter - a 10 year old light sail with all shape gone - were quickly realised, as she was only tacking between 110-120. Nonetheless "2 Amigos" handled well and will I know point better with the new, as yet untried, main.

About 6 miles west of Salcombe we had a panic on as the hull beneath the mast beam on both hulls was flexing and cracks were appearing. We were pounding into the conditions a bit, so we reduced sail and decided to keep closer to the coast and keep an eye on the situation, putting into Dartmouth if necessary. Fortunately the problem didn't get worse and I've since found it was already there when I bought the boat.

So it was that we carried on tacking into an easterly but making reasonably good way, when the wind died and we motored the last few miles to tie up at the very hospitable Brixham Yacht Club pontoon in the last of the light.

Sunday 18th August was a pre-dawn start, motoring until a south west wind gave us a very pleasant sail. We contemplated the inshore Portland passage as our stay in Brixham overnight had been to get the tide right, but we decided on the offshore route, rounding Portland Bill some 5 miles off, in perfect time, under ideal sailing conditions.

The Dorset coastline showed its true splendours in the summer light. We made excellent time and, as we passed Lulworth Cove, out came the spinnaker. We found that it set best with everything else down, and creamed along reaching a maximum 11 knots as we came round Anvil Point in very familiar water. Dodging the chain ferry at Sandbanks, we reached our journey's end and picked up my mooring at Dorset Lake, Poole, around 5.00pm, after a total of 27 hours at sea.

So, thanks to Ken, Paul and "2 Amigos", my appetite was well wetted. My confidence with the boat increased over the rest of the summer, although it has taken some time to get used to the fact that I only draw 1'4" and that I can put down a mug of tea without it flying off somewhere! The coin has dropped, and I wonder why it took me so long to come around to the benefits of cats. I look at other boats heeled right over and scratch my head, particularly when we're going past them on the flat.

Improvements are gradually being made so that I look forward to safe and longer cruises next season in a boat I am really pleased to own.

Nigel (Dyer) GRP Tiki 26

Panama Canal Transit

Rob Sheridan

I made two transits of the Panama Canal in the spring of 2003; one went with out a hitch and we wondered what all the hype was about, the other was a series of near disasters which left us thankful to have escaped with the boat still afloat. Transiting the Panama Canal is participating in history in a very real sense - so many people lost their lives in the struggle to make it happen - but you have to remain focussed on the task in hand or your passage through history may turn into the end of your voyage.

The Canal

The Panama Canal is the easiest way to get between the Atlantic and Pacific oceans; on one side is the Caribbean and on the other Panama Bay. The canal is 80 kilometres long with 12 locks in three sets; one set (Gatun) at the eastern end the other two sets (San Miguel and Miraflores) at the western end. These huge locks can be filled in 15 minutes, so you can imagine the turbulence. Between the locks the canal winds though the lush interior of Panama and if the water is high there is short cut which yachts may be able to take which gives a close view of the local flora and fauna.

There is a yacht club at each end of the canal: Colon at the eastern end, Balboa at the western end. [Pedro Miguel Boat Club is cat friendly - Ed]. The only way to cross the canal without getting wet is by boat or across the Bridge of the Americas at the western end.

Preparations for a transit

In 1999 the canal changed from being run by the USA to be run by the Panamanians, this has led to changes in the administrative infrastructure and the facilities at Balboa, where the US administration was based.

On arrival the skipper needs to clear in and then make arrangements to have his yacht inspected by an Admeasurer. The measurement determines the cost of a transit. As part of the process of getting approval for a transit the skipper can express their preference for how they will go through the locks, the options are described below.

Once the yacht has been inspected, forms completed and fees paid a date and time for the transit can be requested.

The canal authorities will allocate an adviser (a trainee pilot) and a time and date for the transit; However, as yachts fit in around the merchant shipping movements it is as well, as one gets closer to the day given, to contact the authority to check the time as the allocation may be changed at short notice.

At Colon and Balboa locals can supply lines, line handlers and car tyres wrapped in plastic as fenders. Cruisers looking to save money often team up to do the line handling (four line handlers are the minimum) and it is also worth asking yachts coming out of the canal if you can take their fenders, thus saving them a disposal charge! Hang as many fenders along the side as you can fit, if things go wrong you will be very thankful.

You can do this all yourself, or find a local agent to do all.

Preparation of the lines includes preparing the fairleads, if the ones on the yacht are not enclosed then it is advisable to use large blocks because of the angles the lines will take when the lock is empty. It is also very important to check your engine as it could get used at full throttle for the entire transit; engine problems are one of the most common causes of difficulties and it can be a lengthy and expensive process to get spare parts.

The canal authorities require yachts to provide advisers with sustenance, a sheltered position (from rain and sun) and access to a toilet for the duration of the transit and they will check this is available when you are measured.

The final preparation is to ensure that the yacht can accommodate all the line handlers over night if the transit cannot be made in one day. The transit can be made in one day if the yacht can make five knots (the required minimum speed) and starts at first light; however, this is dependant on space being available to fit in with the merchant vessels at each set of locks.

Beware: there are stiff financial penalties if your yacht fails to complete a transit for any reason other than the scheduling by the authority (see next issue for details - Ed).

Transiting the Canal

On the day of the transit the adviser will be delivered to the yacht. The adviser will guide you through the canal and liaise with the canal authorities and other shipping; however, responsibility for the yacht rests with the skipper and he can override the adviser if he feels the action the adviser wishes to take is unsafe. We found the advisers to be helpful, conscientious and friendly; but their boat handling experience is usually with tugs and they do not always anticipate how a light modern yacht may behave.

Be prepared for all prior arrangements to change on the day. It is likely that you will start at a different time and that the yachts going through with you will be different to those anticipated, all of which might change how the adviser wishes you to go through the locks.

It is important to ensure you have all the lines prepared and the line handlers briefed before the adviser comes aboard as he will check this along with the state of the yacht and has the authority to decide that the yacht is not ready for a transit.

When going up the locks the yacht is behind the merchant vessel and when going down the yacht is ahead of the merchant vessel. Going up is when things are likely to go wrong, and go wrong fast, as the merchant vessels use their own power to move through the locks and the associated turbulence can be vicious. The options for going through a lock are:

Centre Chamber

The yacht goes through the lock on its own held in the centre of the lock by the four mooring lines, one from each

Behind the merchant vessel, so presumably Rob and crewmates are headed up.

Bridge of the Americas

Still all in one piece, with merchant vessel astern so we're on our way down and out.

Panama Canal Transit

Rob Sheridan

quarter. This is the safest way to do a transit as the skipper has complete control of the yacht.

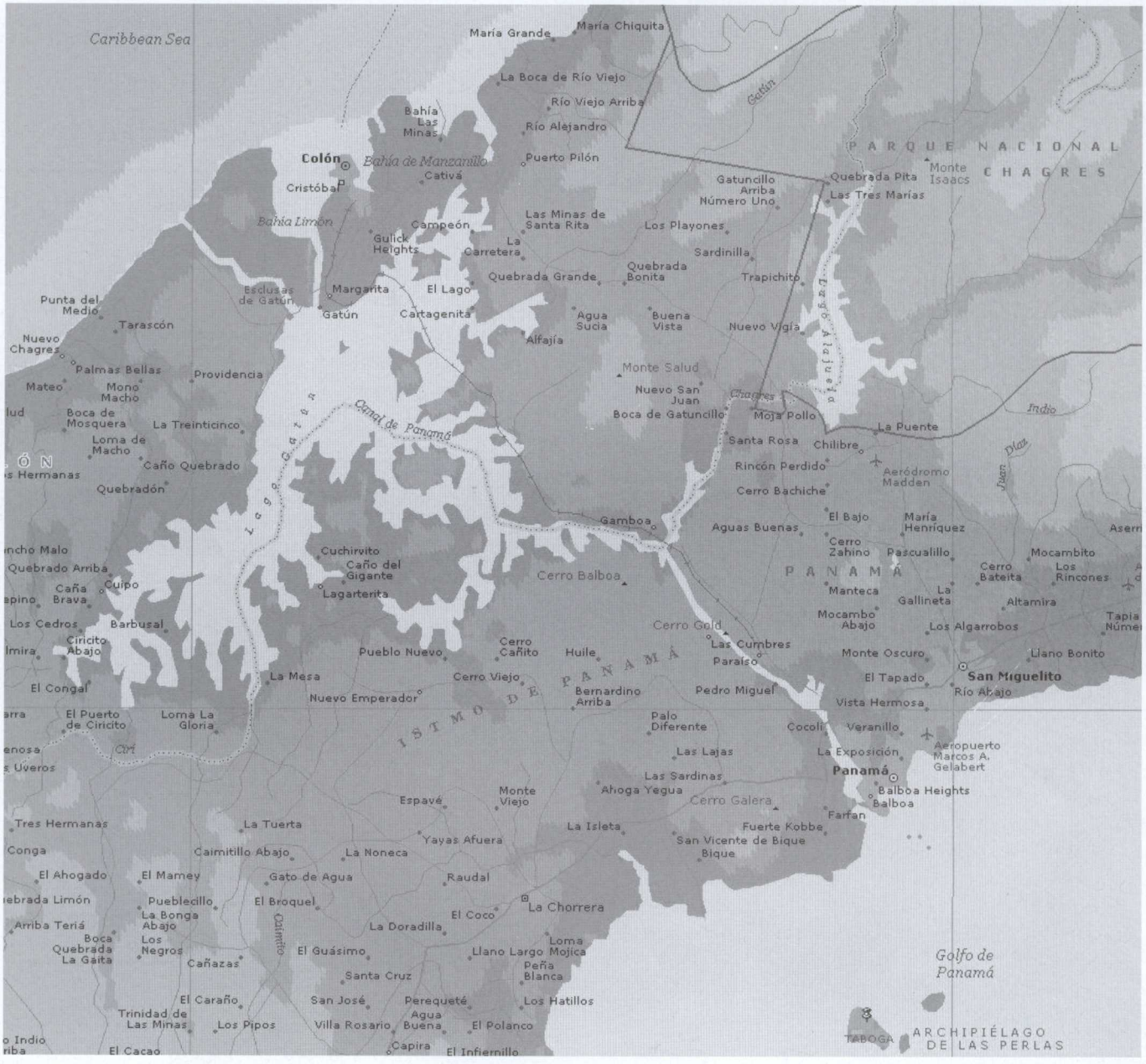
Nested Centre Chamber

This is similar to centre chamber except two or more yachts are rafted together before entering the lock. If the yachts are of similar size then two lines will be led from each outside one, if there are three one of which is much larger the lines will all go off the largest boat which will be in the middle.

Alongside an ACP tug

This cannot be scheduled as it depends on a canal authority vessel transiting the lock at the same time as the yacht. Sometimes rafted yachts may go through this way in which case there is still the issue of the other boat crew's skills.

The key to a safe transit is the line handlers. The line handlers must be able to tie their mooring line on to a heaving line thrown from the dock and know how to cleat



This is the riskiest transit as you are reliant on the abilities of the other boat; the best place to be is in the middle!!

Sidewall

The yacht is alongside the lock wall; the danger here is from the hull or rig striking the lock walls **(rig damage much less likely in catamaran! - Ed)**.

and ease/haul in their line as the lock empties/fills. If the lines are not properly cleated when the load comes on the line handler will not be able to stop the line slipping. If the lines are allowed to go slack the turbulence can push the yacht on to the lock walls.

Skippers should be prepared for some movement as the mooring warps stretch under load, this is usually self

Panama Canal Transit

Rob Sheridan

correcting provided the crew take up the slack on the lines. The aim is to keep the yacht parallel to the lock sides.

The problems we encountered were all caused by being rafted to other yachts who lacked experienced crew and who were not paying attention (usually because they were posing for a camera or the lock web cam or talking on a cell phone). This resulted in:

* Line handlers not being ready to receive the heaving lines
* Line handlers not cleating lines off
* Line handlers allowing lines to go slack
* Powerboat skipper panicking when turbulence hit the rafted yachts causing them to move. He opened the throttles thus causing the lines to get slacker and the whole raft to get pushed even further towards the lock wall.

For your own safety it pays to keep an eye on the other boat and intervene early if you are concerned about what they are doing/not doing.

When the time comes to leave the lock (a whistle is usually blown) the line handler needs to slack the line to enable it be lifted clear of the bollard before quickly pulling it back on deck. When recovering a line I used the same technique as I use with fishing line to avoid tangles: just let it heap up on deck and make sure no one touches it! The alternative is to carefully flake it after it has been recovered.

The turbulence in the locks can take a while to clear so the skipper should be cautious when setting of to ensure the yacht is not pushed on to the lock walls.

If you anchor overnight, check the water before going for a swim, as there are alligators!

Local Resources

In Colon the anchorage is not sheltered, is a long way from the yacht club (the only safe place to come ashore) and there is no water taxi, but there is a small marina at the club. At Balboa there are mooring buoys and a water taxi as well as a restaurant/bar and swimming pool.

There are both large US style supermarkets and local shops so cruisers can take their pick for provisioning. Local eating-places are cheap whilst the US chains (restaurants and hotels) charge US prices. The rider on this is that Colon is not safe for visitors and it is best to constrain shopping to a taxi ride to the supermarket.

Panama City / Balboa is safe for cruisers to explore, provided they avoid the no go areas. Shops in the old quarter of Panama City, Caledonia, have most things one needs at very good prices and there are good markets including an excellent fish market with an even better restaurant above it.

We found the local shops very good value for money. For getting about there is a very cheap bus service or taxis. At Balboa there are local shops and eating-places within easy walking distance of the anchorage, with the added bonus of the walk taking you past many mango trees. There are also regular flights to Miami.

We were fitting out in Balboa and there was a very good chart store and reasonable chandleries nearby and in the town. We found electronics and other 'exotic' equipment very expensive but sail repairs and items used by the local fishing industry much more reasonably price.

If you can speak Spanish you will find it much easier to get things done and find what you are looking for.

For more detail on Panama consult one or more of the cruising and passage guides.

The Canal Authority web site, including web cams, is at http://www.pancanal.com/eng/

NEWS FROM SEA PEOPLE

New Zealand

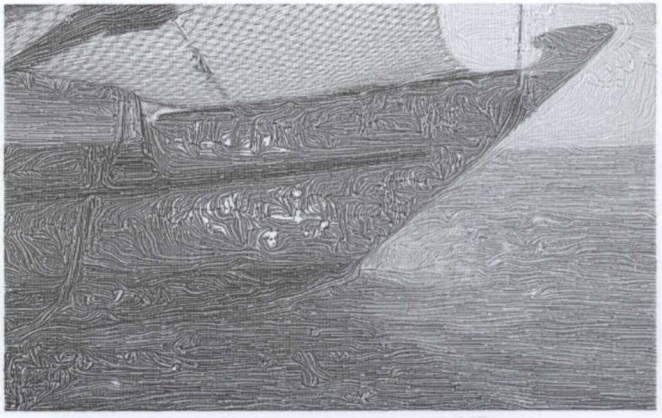
Here's a little update from down under the bottom part of New Zealand.

I always enjoy the SeaPeople magazine very much. Building a boat, especially a Wharram, in the middle of the green fields surrounded by dairy farmers, away from the sea can be a pretty lonely experience, especially when you're a dairy farmer yourself and have to do all the building in between milkings and still try to have a social life as well.

At the moment I am busy putting my Tiki 38 together, fitting all the beams, they do fit, and putting the decks on. In 2-3 weeks time the cat is ready to be trucked to the docks, where I can fit the masts and the pod.

The pod is going to be built in closed cell foam just to save a bit of weight. A 20 hp Kubota engine is going to be built in the middle of the decks, in front of the pod, with a simple long drop shaft. That in short is what's happening down here. Once the cat is finished I do hope to write a few stories about two Tiki 38s that have been built here. The one that I built myself and the one I helped building for Jack Knapp. More about that later in the year or next year.

See Ya,
Sytze (Riemersma).



South from Scotland

Tony Perridge Tangaroa I Faoileag

May 2001

My great adventure begins.

All the planning, organising, work, worry and hassle of getting this crazy journey under way was over and we were on our way. My destination was Levkas, one of the Greek islands and I planned to go by way of Ireland, across Biscay to Northern Spain, then down the coast to Gibraltar. After that I intended seeing how things went before deciding the final details of the route.

My companion, Edith, and I left Inverness, motoring slowly down the Caledonian Canal. To break us in, we were treated very gently by the weather gods. A light northerly wind wafted us down the twenty-mile length of Loch Ness to Fort Augustus where we spent the evening drinking wine at a final going-away party with friends on the barge called Spirit of Loch Ness. In the morning we continued along the canal and through Loch Oich in warm sunshine before tying up at Laggan Locks for the night. We awoke to a miserable, wet morning that rather matched my mood because now Edith had to leave to go back to Inverness while I carried on without her. However, the doughty duo of John Black (JB) and John Harris (John) joined me to continue the journey and at lunchtime we left Laggan and motored in a virtual calm away down Loch Lochy and to Banavie for the night. All this motoring was quite useful because the new engine, a Yamaha 9.9 four-stroke outboard needed running in and this was achieved by the time we reached Banavie, where I took the opportunity to change the oil and filter.

Thursday morning we locked down the seven locks that are called Neptune's Staircase (see pic below – using fisheye lens) and finally left the canal at 1.30 after waiting for the tide. We motored off down Loch Linnhe in a flat calm and steady rain, but just before Corran Narrows the rain went off and a light breeze came up so we put up the main, mizzen and foresail and were finally able to switch off the engine. Soon, what had started as a light breeze hardened to a brisk F4 with gusts of F5 and we charged off south with lots of flying spray on a broad reach with a short choppy sea giving a rather lumpy ride! Normally, I would have put in a reef to make things a bit more comfortable, but I wanted to give "Faoileag" a work-out to see how she would cope after all the modifications so we thundered down Loch Linnhe hitting nearly nine knots at times. Nothing broke, the new Navik wind vane steering seemed to manage fairly well although it tended to over-steer rather. I decided to try to connect it directly to the tillers instead of to the trim tabs (that were mounted on the trailing edge of the rudders) as soon as an opportunity arose.

Both John and JB just loved the wild ride and so we pressed on until we came past Port Appin where we saw someone on shore come sprinting down to the jetty to take photographs and to wave to us as we went past in a welter of white water and spray. A little way past Port Appin we gybed to port and came to anchor in Airds Bay, sheltered from the brisk NW wind and waves. JB cooked a great meal of rice and sweet and sour vegetables and smoked sausage (we like to eat well on "Faoileag") and then we belatedly lashed down all the items on deck that we should have lashed down before the going got rough and retired early to bed.

On Friday morning, after a peaceful night, we upped anchor and set off south, motor sailing with just the main set in a sloppy sea and light southerly wind. Since we were making poor progress, we decided to go into Oban and wait for more suitable weather. We tied up at the Marina on Kerrera Island at midday and took the ferry across to Oban and got some shopping before returning to Kerrera. I took the opportunity to buy a new Nasa log because the one on "Faoileag" wasn't working (It later started working perfectly, so that was a wasted purchase!). After our evening meal, John and I took a long walk in lovely evening sunshine around the north part of the island.

Saturday was spent waiting for the weather to improve. It was cold and drizzly with a strong south wind and we just read, walked and pottered, feeling a bit moody at the lack of progress. On Sunday, even though the weather was little improved, we decided to go on and so left the marina at 9 o'clock and motored down the sound of Kerrera into a grey, choppy morning. At the end of the sound, we hoisted all plain sail and started to beat slowly south. As the day wore on the weather improved and we tacked across to the Mull shore and back until we reached Cuan Sound. We motor sailed through the swirling tide race in the sound and then came to anchor in Balvicar Bay in warm, afternoon sunshine. An old friend of mine, Ray Norris came out to us straight away in his dinghy and took us ashore to his house on the adjacent shore where his wife Mary had cooked a splendid meal of roast pork. We returned aboard replete and contented and slept peacefully.

Monday the 21st saw us away by six o'clock, motoring in a calm down past the dreaded Corryvrecan Gulf with it's infamous whirlpool. It was a day of glassy calm sea with lots of guillemots, harbour porpoises and even a minke whale. Eventually, we arrived at a visitors mooring at Ardminish

South from Scotland

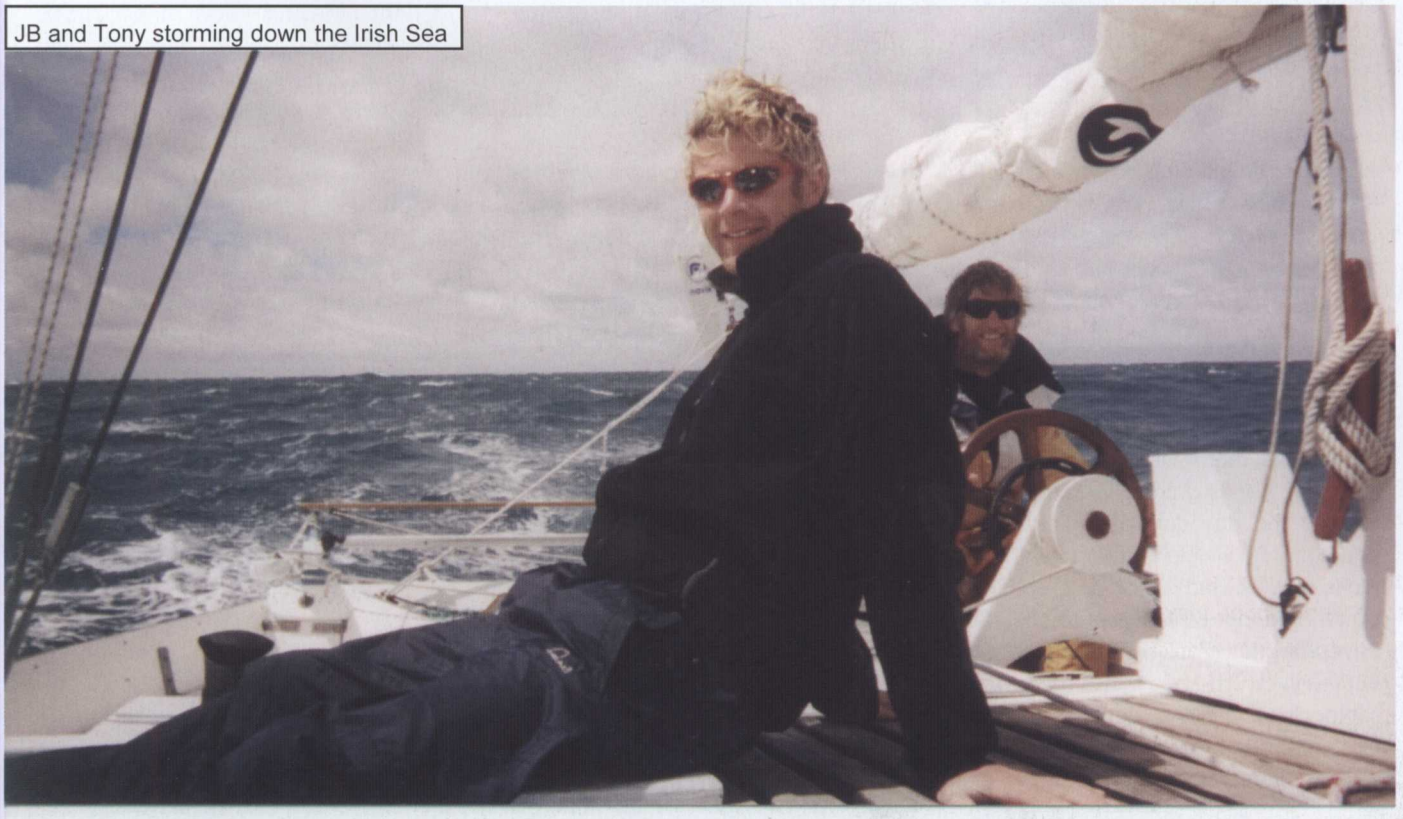
Tony Perridge Tangaroa I Faoileag

John and Tony preparing to begin journey

Bay on the island of Gigha, just to the north of the Mull of Kintyre. After a quick tea, John went ashore to explore the island while JB and I just got lazy in the warmest evening sunshine so far. It was nice to be warm and dry for a change! The sunset was spectacular and we sat on deck with a drink and chatted until it got dark.

Early on Tuesday morning we dropped the mooring and motored down the Sound of Ghiga in the early morning calm. After about an hour, a Southerly breeze came up so we set about beating down to the Mull of Kintyre and the North Channel between Scotland and Ireland. Here I made a stupid error and didn't appreciate just how powerful the tide is in this

JB and Tony storming down the Irish Sea



South from Scotland

Tony Perridge Tangaroa I Faoileag

stretch of water. As a result we beat across almost to Rathlin Island and back but ending up at 4.30 in the afternoon at a position just north of where we had been at 10.30 that morning! Three rather cheesed-off sailors were heartily relieved when the tide turned and we were finally able to weather the Mull and beat south.

Since there was a breeze and the tide was helping us, we decided to keep going through the night. We had an excellent spaghetti supper, once again cooked by John. Feeling comfortable despite the bouncy ride due to the wind opposing the tide, we set watches and John elected to stand from nine until midnight while JB and I took to our bunks. I was wakened at midnight with a cup of tea and took over from John. The wind was dying and after an hour I lowered

all sails to stop them slatting in the leftover swell. There were a few ships about, but none came close and I had a peaceful watch. The night was not as cold as we had experienced up to now and the stars gave enough light to see on deck. Below, the gimbaled paraffin lights, well turned down, gave a comforting glow.

JB took over from me at 3 o'clock and I gratefully went to my bunk. At six o'clock, when John came on watch, he and JB started the motor and set course south with the autopilot steering. We all gradually emerged as the morning warmed up and the day developed into a gentle motor down the coast, hardly visible in the haze. The sea was as smooth as glass and we had a lazy day, eating, reading and generally pottering about while the auto-pilot did all the work. We saw several ferries crossing into Belfast Lough including the very impressive high-speed catamaran (pictured above) and the rather less edifying sewage sludge tanker dumping its contents just offshore. The evidence of earlier trips floated all around the mouth to the Lough.

Since we had motored all day and there seemed to be no hope of any wind, we decided to go into the little harbour of Portavogie for the night for stores, petrol and shore leave. Due to some incompetent navigation, (mine!), we first went into a tiny harbour called Portaferry, but on realising the mistake, we went a further mile to the correct place! Portavogie is a busy, commercial fishing boat harbour and a friendly worker directed us to an out-of-the-way corner where we could lie in peace. A huge seal was patrolling in a very proprietorial way. The down side was the ghastly smell of the fishmeal plant. It was so bad that we couldn't face eating aboard and so went ashore for a meal after buying the stores and petrol. We went to a pub and restaurant on the quayside, appropriately called The Quay and enjoyed our first pint of Guinness on it's native soil – wonderful!

The locals were very friendly and we got chatting to some fishermen who let us know the run of the tide on that coast. They told us that if we took the flood from Portavogie at six the next morning then that gave us the tide ebbing south, but after that, due to the fact that there is a tidal node in that area, the flood then also ran south, thus giving us 12 hours of favourable tide.

I was only dimly aware of the fishing fleet leaving port that night, somewhere about midnight, and awoke next morning, Thursday the 24th to a golden morning of early sun and mist, but flat calm. I let the others sleep on and got under way, waving to one of the fishermen who had come to see us leave, motoring south and dodging fishing boats that were trawling in the mist. The day continued to clear and a light south wind came up mid morning, so John and JB hoisted the sails and that gave an extra half-knot.

We motor sailed all day, finally passing Lambay Island and coming into the huge marina at Malahide for the night. The price was reasonable, 10 pounds for a night's stay and the showers were free, so we took advantage of them after eating a meal of chilli con carne that I had cooked earlier in the day.

Continued next issue

News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

Now we're smoking!!!

Smoking as a means of storing & preserving food dates into antiquity. Smoking also adds flavour to what might well start out as fairly mediocre fare. The taste imbued depends a lot on the type of wood (oak, hickory – good) used in the smoking process.

Preparation

Fatty fish, such as salmon, brine and smoke well. Leaner, less fatty fish, i.e. halibut, can absorb too much brine in the brining stage resulting in too salty a taste! Choose well which fish to salt or be very careful on time spent in the brine.

To prepare fish for smoking, cut off the head and remove the backbone. Remove all traces of slime, blood etc. Keep fish cool during preparation, this helps prevent bacterial infection and spoilage. Cold running water is useful if refrigeration is not available.

Remove and check the entrails from larger fish by splitting the body open and pulling them out with the fingers. Cut open heart and liver and inspect for signs of worms or other parasites, if none found they'll be OK to eat. Also inspect the liver's color; it could indicate a diseased fish. The liver's surface should be smooth and wet and its color deep red or purple. If the liver appears diseased, discard it. However, a diseased liver does not indicate you cannot eat the muscle tissue.

Cut fish into manageable pieces. You can stew or boil smaller pieces, particularly those that remain attached to backbone and head after the initial butchering, as soup or broth

Brining

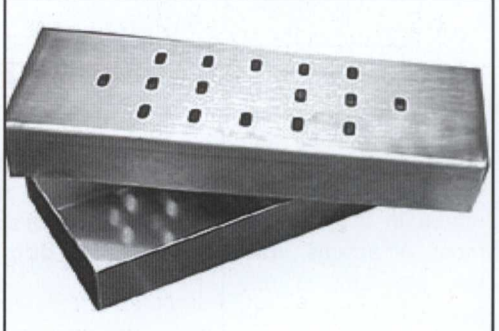
Brine should contain approx ¼ pound of salt, 1/8 cup of white/brown sugar, spice mix*, per pint**of water. Saltiness of the fish can be controlled by the time in the brine 20 minutes to 3 hours. Use one of these types of salt - kosher, vacuum dried, dairy, pickling, canning or flake salt. Avoid rock, sea and iodised salt as the additives can create bitterness and unexpected flavours. Use 3 parts brine to 1 part fish.

*Spice mix – 6 bay leaves, 1 teaspoon pepper, 1/2 teaspoon mace, 1 teaspoon allspice, 1/2 teaspoon cloves, 1/2 teaspoon crushed juniper berries.

**US recipe therefore US pint = 16 fluid ounces – approx 0.5 litre (UK 1 pint = 20 fluid ounces)

Simple stainless steel smoking box, can be placed on any heat source – wood chips placed on bottom – grilling rack (not shown) slightly above wood chips

Simple, effective, robust, attractive (all very Wharramite qualities) food smoker.



Smoking Time

To smoke meat/fish, prepare an enclosure around your heat source / fire. Some foil sheets will work as a simple starting method.

There's primarily two types of smoking – cold and hot. Cold smoking where the internal temperature of the fish does not rise above 90°F produces a raw, smoked product i.e. Smoked Salmon.

Hot smoking, where internal temp is 180°F or higher produces a cooked smoked product i.e. Arbroath Smokies, smoked mackeral. Internal temperature is usually about 70°F below cooking temp.

Cold smoking **does not kill off bacteria** and as such is not recommended for our purposes! Cold smoked products require refrigeration.

The fire does not need to be too big or hot. The intent is to produce smoke; however a period of elevated temperature should be used for 30 minutes – this kills off any bacteria. Do not use resinous wood in the fire, such as pine because its smoke will ruin the meat. Use **hardwoods** to produce good smoke. The wood should be somewhat green. If it is too dry, soak it.

Cut the meat into thin slices, no more than 5 millimeters thick, and drape them over a framework or grill. Make sure none of the meat touches another piece. Keep the enclosure around the meat to hold the smoke and keep a close watch on the fire. Do not let the fire get too hot. Meat smoked overnight in this manner will last about 1 week. Two days of continuous smoking will preserve the meat for 2 to 4 weeks. Properly smoked meat will look like a dark, curled, brittle stick and you can eat it without further cooking.

Storage – I've found vacuum sealed bags ideal. I used cedar chipboard shelves for my dry storage area on my Narai. The cedar "wicked off" moisture and the shelves were dried out occasionally in the sun.

Hints and Tips

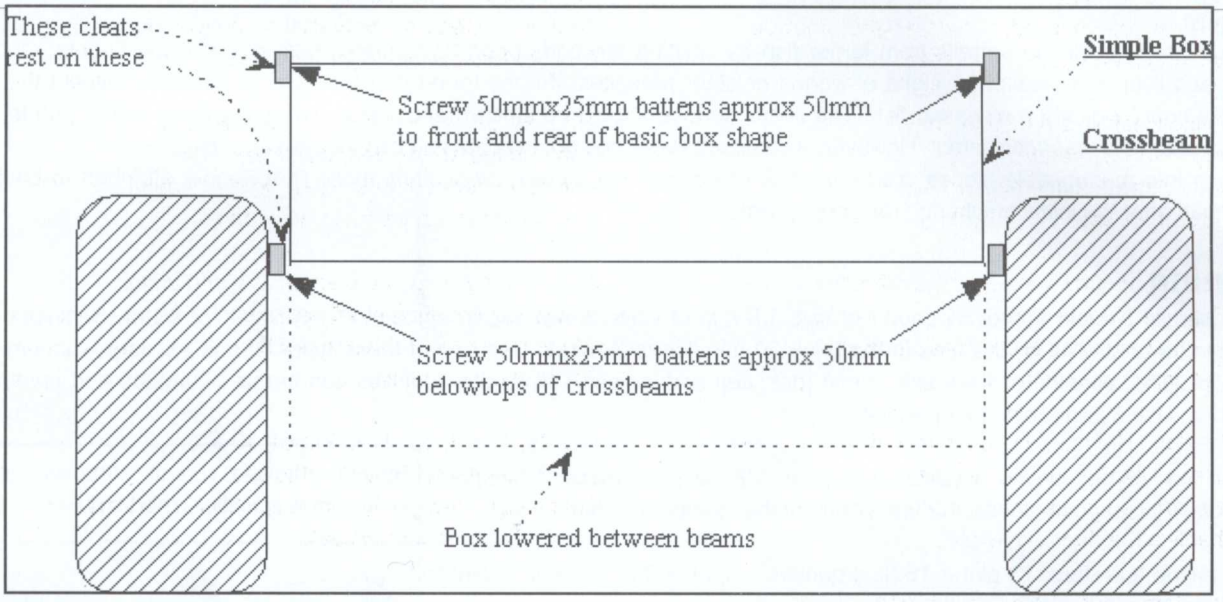
Dave Peak

Tidier Deck Solutions

While out for a daysail recently, some of my suggestions for cleaner & tidier decks (after a prop entanglement), prompted me to note some ideas I had implemented on my old Narai II. The bigger Wharrams, 35' and up, provide vast areas of deck space and there is the temptation to drop things on deck as few Wharrams have enough dedicated on-deck storage.

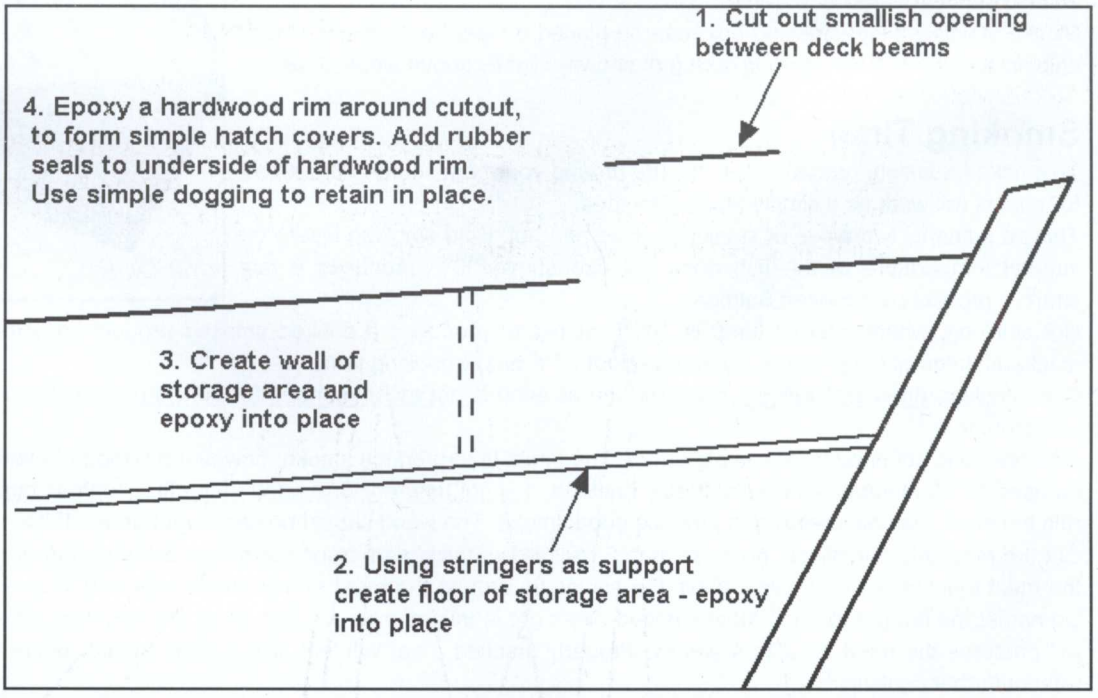
1. storage between beams

By placing cleats below the upper edge of crossbeams, useful storage areas or boxes can be created. I used some for dock lines, anchoring rodes, battery storage boxes, fuel tanks, use your imagination - but be aware that suitable protection from waves may be needed for some storage items (battery boxes for example).



2. nooks and crannies storage

I'm sure that the items stored in the ends of most Wharrams don't see the light of day from one month to the next. I partitioned off the upper half of the last 2' of my old Narai and created deck access panels to access the items stored there.
The beauty of this storage is that one end, two sides and top are already in situ.
Keep lightweight stuff in here!!



3. mosquito netting below slatted decks. By stapling (fibreglass) mosquito netting on the underside of slatted decks, valuable equipment can have a second life [of nine - we are talking cats here ;-)]. Over the years, the number of times keys or other small items have been saved from Davy Jones locker has gone uncounted. The time and money saved by not having to replace "lost" items is not to be dismissed lightly.

Captain Peak o' the Peppermint

Originally written as "Captain Pink of the Peppermint", but what is poetic licence if you don't use it.

Old Capting Peak of the Peppemint,
Though kindly at heart and good,
Had a blunt,bluff way of a-gittin` his way
That we all of us understood.

When he brained a man with a pingle spike
Or plastered a seaman flat,
We should `a`been blowed, but we all of us knowed
That he didn`t mean nothing` by that.

For Capting Peak was a bashful man
And leary of talk as death,
So he easily saw that a crack in the jaw
Was better than wastin` `is breath.

Sometimes he`d stroll from the ostrich hatch
Just a-feelin` a trifle rum,
Then he`d hang us tars to the masts and spars
By a heel or an ear or a thumb.

When he done like that, as he ofttimes did,
We winked at each other and smole,
And we snickered in glee and we says,says we
"Ain`t that like the dear old soul".

I was wonderful fond of old Capting Peak,
And Peak he was fond of me
(As he frequently said as he battered me head
Or sousled me into the sea).

When he sewed the carpenter up in a sack,
And fired the cook from a gun,
We`d a-thunk that `is rule was a little mite crool,
If we hadn`t knowed Peak as we done.

Old Capting Peak of the Peppermint,
We all of us loved `im so
That we waited one night till the tide was right
And the funnels was right for a blow.

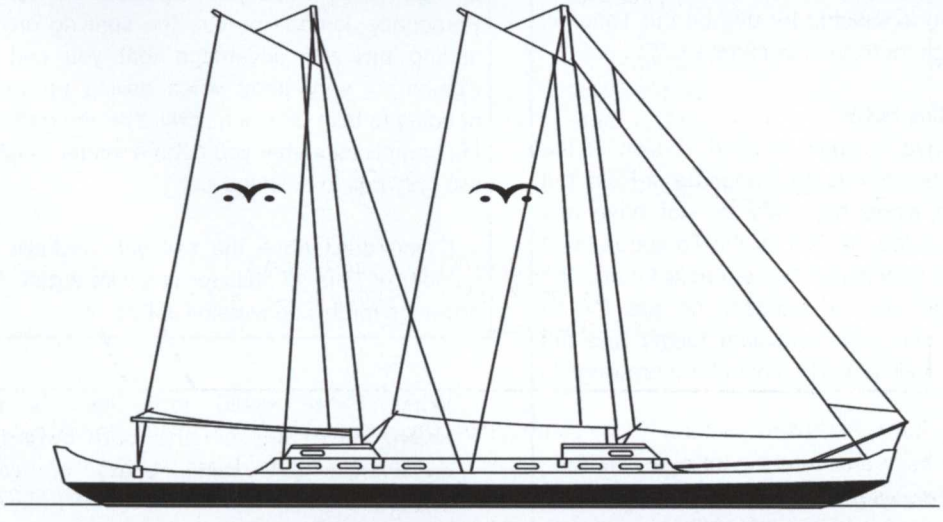
Then we hauled him out of `is feather bed
And hammered the dear old bloke;
And he understood (as we knowed he would)
That we done what we did as a joke.

Then we roguishly tumbled `im over the side,
And quickly reversing the screws,
We hurried away to Mehitabel Bay
For a jolly piratical cruise.

Old Capting Peak of the Peppermint-
I`m shocked and I`m pained to say
That there`s few you`ll find of the Capting`s kind
In this here degenerate day.

- Wallace Irwin

I hope no-one feels I've be too self indulgent with Irwins poetry, but it has amused me no end. At times it seems that there is little enough humour in the world, so I try extra hard to bring a little levity into it. Let us know if you want more of the same/similar - Editor



Upgrading to Tiki Wingsails

Dear Kenneth,

I am writing to ask if you can put me in touch with someone reliable who can evaluate changing the traditional Pahi 31 rig to the new Tiki wingsail rig.

I have "Paper Moon" in the backyard in South Australia ready to do some work on her. I am considering getting new sails ...after nearly 20 years, although the old ones, much patched and repaired are still working - sort of. Before investing in new sails I would like to know how much difference the Tiki rig has on windward performance and other things.

Thanks,

Peter Glasby

Editor - I contacted JWD, as Ken Hook had told me that they had drawings for this specific re-fit.

As an aside, I asked Hanneke if other classics and Pahis were catered for by JWD. We've received the following recommendations from JWD -

A new suit of sails will dramatically improve the increased windward ability that you're seeking.

"Appropriate Wingsail Rigs for most Wharram Catamarans can be purchased. Postage and packing should be added to all prices, plus VAT if applicable".

Maui

You could use a Hitia 17 wingsail rig on the Maui, although Hanneke has not done the drawings for this yet....she is waiting for the first order!

Hinemoa - The Tiki 21 wingsail rig. The cost of the drawings for this conversion is £50.

Tane

The Tiki 26 wingsail rig can be fitted to the Tane. The cost of these drawings is £75.

Tanenui

The Tiki 30 wingsail rig is suitable for use on the Tanenui. The cost of the drawings for this conversion is £75.

Raka, Tangaroa MKI/II & MKIV

At present we only have a single masted version of the wingsail rig which can be fitted to the Tangaroa or Raka but only if your have the sloop rig. We do not have any drawings for the two masted Tiki Rig for the Tangaroa but it is something we will be drawing in the very near future. The drawings for the single masted wingsail rig are for an aluminium mast (you can use aluminium tubing and the dimensions are on the sailplan) The cost of the drawings is £100.

Narai MK I/II and IV

At present we have a drawing for a Ketch Gaff Rig for the Narai, but it was drawn for someone who had certain length masts and wanted a rig to fit. This resulted in a rig of 610sqft - 55.5sqm. The masts are positioned similarly to the normal ketch rig on mast cases supported on 2 crossbeams each. With this Narai rig we can provide you with the wingsail rig for the Tiki 38 design which is 573sq.ft in area and will give you all details for building masts, gaffs and includes fittings and rope lists. The Narai can carry a rig a bit bigger than this, so sail sizes can be increased slightly. The cost of this total rig package is £120.

Ariki, Oro and Tehini

It is possible to use the Tiki 46 Wing Sail Rig on these designs. The price for the drawings is £200.

Pahi 26 (Tikiroa)

The Tiki 26 wingsail rig can be fitted to the Tane. The cost of these drawings is £75.

Pahi 31

It is possible to put the Tiki/Wingsail rig on the Pahi 31 and in fact we like the Pahi 31 with this rig very much. On this rig the mast is placed 1 ft in front of beam 2, on a mast case that spans beams 1 and 2. The central cross beam is omitted, giving you the opportunity to make a bigger cockpit. Drawings for this conversion, which includes details of mast and gaff construction, are available and cost £100.00.

Pahi 42

The Pahi 42 can use the foremast of the Tiki 46 with its main and staysail as a sloop Tiki rig. The mast should be placed a little further forward near the front end of the existing mast step. The Tiki 46 forestays will attach to the standard Pahi 42 bridles. The price for the drawings is £200

Pahi 42 Schooner Rig - We do not think the schooner rig is very suitable for the Pahi 42, it would be quite 'crowded' on this design.

Hitia 14 & 17- Quite a few people have converted the Spritsail rig into the Tiki gaff rig. This is only a small change as the shape and cut of the Mainsail doesn't actually change. They have just replaced the sprit with a gaff. Personally James prefers the sprit rig on this boat. The spritrig has the advantage that you can brail the sail ("geien") - very good when sailing up to a beach and needing to take off sail quickly. For the gaff rig there is also the complication that you need a longer mast and you need two halyards to hoist the sail.

If you don't have the sail yet, Jeckells have made a number of Hitia 17 sails for use with a gaff. The cost of the drawings for this conversion is £25

What Peter would still like, is first hand knowledge of anyone with both before and after experience (on same boat) of such a rig change. - Dave

History of Tiki Wingsails

"Many of our designs are rigged with the Wharram developed 'TIKI Sails' (not gaff sails) which have been developed for practical use, on concepts first put forward in 'The Aero-Hydrodynamics of Sailing by C.A. Marchaj."

C.A. Marchaj, at a Sail Design Symposium in Bristol in the late 1970s stated:

(1) The Bermudan triangular sail is not a good theoretical profile. The top section of the sail does not work efficiently unless great tension is applied, a better profile would be a Spitfire or Messerschmidt wing shape.

(2) Twist and camber should be easily controlled.

(3) Most important, turbulence over the leading edge of the sail from mast and rigging should be drastically reduced.

It took us three years of experimentation and working with the sail maker Jeckells to come up with a practical solution.

We took the High Aspect Ratio Dutch short gaff sail as the profile, then developed a practical wrap-around-the-mast sail (this has been tried before, notably with the Gary Hoyt 'Freedom Rig', but on his Bermudan headed rig it suffered from jamming and was abandoned).

The TIKI sail when used on a TIKI 26 racing, was equal in performance to a fully battened Bermudan sail with 10% extra sail area.

Our experience with a two masted TIKI rig on our PAHI 63 around the world voyage was, that it is possible to hoist, lower and reef the sails running before a gale and that no significant wear occurred on the pockets over 30,000 sailing miles. When new, it was, in practical testing, in windward ability equal to a 50-60ft. Bermudan rigged 'Swan' design.

Since the TIKI rig has been on the market, you will note the increasing use of a big batten like a short gaff at the head of the sail on other cruising multihull sail rigs.

Please do not think of the TIKI rig with prejudice as a 'Gaff Rig'.

JWD

Seen while passing through Perth, W. Australia

A while ago I tried to get in contact with Wharram sailors in the Perth area in Western Australia. Neither the internet nor the PCA yearbook did the trick. Recently I drove along Swan river and immediately recognised the typical Wharram shape of a vessel moored near the Royal Yacht Club. Stopped by and believe to have recognised a Pahi 31. A beautiful sight the Pahi and the skyline of Perth. Would be interested if the owner is a PCA member.

Gerald Winkler

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

**** **Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

My **Hitia 17** "Prince of Tides" is for sale! Built in 93/94 from best materials, the boat has been completely refitted last year. With road trailer, slip wheels, deck tent and lots of gear. Reinforced foredecks, rudders and trampoline. Really in an excellent shape. Lying in northern Germany. Price : **Euro 3400. -**
Wulf Claussen, 10439 Berlin, Nordkapstr. 8 Tel. & Fax 0049 - (0) 30 - 46 79 6464
Best regards und immer eine handbreit Wasser unter dem Kiel

FOR SALE - Wharram **Tiki 21** - "Neko"
Price £5,500 – Euro 8,000(approx)
This Tiki 21 has been transformed from a small cabin format to a large cabin. She now also has a Crab Claw Sail Rig with a Mizzen. Lying: south UK, Ply/Epoxy construction. Sails, Spars & rig: Jeckells Mainsail and 3 Jibs. Crab Claw Sail. Extensive inventory includes nav equipment, original main & 3 jibs,Tohatsu o/b and 7' dinghy with Seagull o/b. (photo in SeaPeople #52)

John Ireland tel no 01903 265 877.

TIKI 26 for ***** Bargain *** The price 10.400.- €**
She is complete with everything (GPS; Outboard; Dinghy; tent; sunroof: etc.). Even includes a trailer and slipwheels. At present time she is in Croatia.
Peter (Weigel) Germany weigel@wtal.de

FOR SALE - **practically new equipment** at very favorable prices, e.g. Barton blocks for main- and mizzen sheet and jib down haul, Nylon cleats, Original Yamaha tanks etc. For full information please visit the website www.jojo.at/english/board/board.htm
Josef Mayer
http://www.jojo.at - Comments welcomed – tiki@jojo.at

WANTED - I would like to find hulls of a **Pahi 31** or **Tiki 31**, having no time for a complete build. The idea is to set a tiki 31 rigging on her and a minimal deck pod, looking like the tiki 38's.
I built a Benford 30' "Belle Amie" (1972) still sailing with a friend of mine (20,000 miles or more with me). I am the owner of a racing trimaran (22') found on Lac Leman, with a wing mast of 12M, 52sq m for 700kg, with a special trailer for changing sailing areas.....eventually for sale or exchange if I find a Pahi 31 or Tiki 31

my phone= 04 66 48 29 84 (after 22hr or before 8hr),
My address Paul Francois Foussat,Poujan,48230 Chanal, France

For sale **Tiki 21** - Asking **$3000**. Built by boat yard/ cabinet maker in 1992 – Located Newport, Rhode Island, USA.
Marine ply, epoxy. Sails are in good condition.
Mainsail by Jeckells, Jib & Cruising spinnaker by Haarstick
Evinrude 4hp long shaft, no reverse gear, starts and runs.
2 Danforth anchors & chain – Tall rig (+2') - Tent frame (no tent) - 18' ft boat trailer (new springs) - Boat is currently disassembled for road transport.
"David Dawes" dawesnav@hotmail.com (305) 587 2721

"Yellow Cat" still for sale, now returned to the UK. Heavily built **Tiki31** fully equipped for cruising - wheel steering, autopilot, twin fourstrokes, cockpit tents, solar panels, ballast tanks, huge wardrobe of sails. **£10k**
Cheers, Paul.
"Yellow Cat" Rats Castle, Clovelly, EX 39 5TF
tel. 07831 392016

For Sale: Full set of plans for **Melanesia**, guaranteed not yet built along with some epoxy and associated materials.
I have decided that I am a sailor, not a builder. I will never finish especially as I now live in a flat.

Offers please to Alan Howells on 01179 442618

FOR SALE - Plans for **26ft TIKIROA** (No. 50) - mint condition and no boat built to these plans. Moved to a smaller house and as the years go by, I can't see that I will ever get round to building. So, the plans are now for sale at £300 or near offer. Nick Riley, 161 Botany Road, Broadstairs, Kent UK CT10 3SD – + 44 (0) 1843 860247 nick-riley@lineone.net

Crew wanted
Crew required for one way sail to the lagoon at Faro (from Bangor, N. Wales) in 2004. No dates or details yet.
Some work required winter of 2003 before we can go, I need to remove engine pod and existing engine and replace with an alternative as yet not decided.

Dave Brooman +44 (0) 7771 508 460 or see handbook.

CREW Available – ex Tiki 26 owner (Day skipper theory) seeks Ocean experience next year - 2004. In exchange for expenses contribution, help preparing boat etc.
Based West Midlands - travel no problem (well I wouldn't be a PCA member if it was!!)
Andy White – andy.white@mowlem.com - 01952 813466

Florian and Flo

Peter Weigel Hitia 14 "Flo"

The idée to build a HITIA 14 was, to sail a boat afterwards, which is easy to handle and which is small for the transport. The next, maybe most important reason for this boat was the fact that my building place was only a few centimetres more in length than this HITIA.

The plan we got from Mr. Bobretzky, living in Austria, in December 1998. Our first problem was that we were unable to buy anything from the material list. A friend of mine from Bielefeld, Dirk Horstmann, gave me a hand and bought all the stuff in his city. A friend of his did special things. After a talk with Dirk (he builds a lot of different boats), we intended to make each hull higher, to have more space to the water. Even the seats were not OK for use, so that we changed it as well into a more flat design with big openings over two bulkheads. So we were able to carry food, towels and stuff like that with us, to do small water voyages. After reading the plan three times and after translation into German language, it was very easy to build our HITIA. My son „ Flo" (4years old) was helping me as much as possible. It was very nice to look at, when he had done easy work and were able to see the boat growing up. Overall we used 270 hours. After 130 hours the bare HITIA was done. The rest of the 140 hrs we used for the whole finish on it. A worse thing was, that we had to buy the sails from Jeckells, because they were very expensive, nearly 1/3 of the whole boat costs which was around 2490.- €.

After all this work we travelled with Dirk and Elisabeth to France for the first sail. For us it was the first time to sail a Catamaran, but with experienced Dirk it was not so hard. Three days we sailed on a very slow flowing river. Afterwards we were passing a lock and sailing down the tidy river in direction of St. Malo. To sail this boat was really easy and we all enjoyed it very much.

Our next trip was going to Holland to sail on the Grevelinger sea. After two days with heavy storms and without sailing I started by myself with around F5 winds with small waves.

It was very fast and wet this sailing, but very, **very** nice! At first I thought the boat will roll over, but at the same time the feeling was very safe. By sailing home I fell on the tiller bar and broke the head of my rudder. So I had to drive home, to fix it. I think, that the plywood was not the right material for this thickness. I changed it into multiplex, made it on the last part a little bit bigger and now it was easier to turn into wavy water.

Next place for us was the Neusiedler See in Austria, to meet the boatpeople over there. All people we met were very helpful and friendly. When we sailed first day, it was very rough and unfriendly. We, Petra my wife, Flo my son and me. Probably the boat was a little bit overcrowded and so it

Florian looks destined to take over command sooner rather than later

was a wet trip to the first meeting place. But there, all people were so friendly that we forgot the "bullsh*t" weather. Gerald Winkler wrote about this meeting in "Sea People Nr. 43. After this meeting we bought a house and sailed only once a year. Now, I'd like to sell the Hitia, because I like to build a new boat and have no space for two of them.

For the HITIA 14 we can say that she is a very safe boat, good for kids and beginners, and very easy to sail.

Good luck to all of you and best wishes to all the Boat People from Neusiedler See.

Editor >> Peters experience in building costs is very common. Traditionally - 1/3 of cost is basic boat - 1/3 fitting out and 1/3 propulsion [sails, engine, rig]; for first-time builders these additional expenses can come as a bit of a shock. Also, time (& cost) estimates can and do overrun partially due to the initial learning time needed on new unfamiliar tasks. On the larger cats, once the basic boat is built, one can possibly live aboard while completing the fitting out and rigging.

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Helarctus has been given a new coat of paint - looks like new!
As of March 2004 the boat will be on a reservoir which is connected to the river Rhein south of Strasbourg (France). I'll keep you informed.
Bye,
Richard (Laux)

News from Durban SA, our 2nd Tiki 38 was launched end of April. She's great! Sails like dream and well appointed. Owner Richard is very excited. The 3rd and 4th Tiki38s are due in the water by end of Sept., the 5th one has both keels laid. A Tiki 31, with a really superb paint job has also hit the water. Talking about finishes, our GRP hulled Tiki 30, along with the other all ply 30, should be launched end of next month.
Not bad for one town, may be some kind of record for number of Wharrams to hit the water in one year!?

Cheers,
Big V
Vernon Potgieter

Just an update from Australia for all Wharramites. My wife Lynne and I built and sailed our Hitia 17 "JODI" for 6 great years. We then sold her and bought a !*#@!&%*! trimaran which we got to sail for the total of 3 days in 1 year! We gladly got rid of it a few weeks ago. We are now the proud owners of a Tikiroa 26, plan No.75. After a bit of work to bring her into line with our particular needs we should be able to send Seapeople some articles of our adventures. The vessel doesn't have a name, being called "The Boat" by successive owners for the past 6 years! This suits us, as we can name her ourselves.

Keep up the good work,

Regards,

Alex Milne [alexmilnecruising@yahoo.com]

We receive now the N°53 of Sea people. Thank you.

Our Tiki30 is not yet launched. I'm building the cabin + cockpit I change little : the engine will be under the starboard seat and the liferaft under the port seat with the possibility to take it from the bottom of the cockpit if the boat is capsized. And the bottom of the cabin is 20cm higher than previous on the plans. And after I'll have to make the 2 masts and their wishbones.... So launch expect for the new year.

Best Wishes, Bertrand (Fercot)

The Pushpit.....

Dates for your diary -

***Feb 20th** deadline for next magazine materials*

See "News for SeaPeople" on page 4 for meets.

Hello Sea People,

I just received my membership packet, including five issues of Sea People magazine, which I have read twice already. I'm glad I found you. It's a great rag (American slang for magazine)

After having subscriptions to several magazines that seem to think you need to be a millionaire to safely go to sea, it is like a breath of fresh air to read yours. Don't change a thing.

I have always wanted a traditional looking schooner, but a catamaran was what I needed. Now that I have "discovered" the Tiki46 my dream is within reach.

I will keep you informed how my project is going. What format should photos be? Black & white, negatives, prints, 35mm?

Thanks again,
Charles William Tait "Bill"

Hi Bill,
The PCA office can handle any picture/slide format - all photos can be returned if requested and your postage will be refunded. (also see bottom page 5)- Dave (Ed)

Written on the back of the ballot form -

"Tusi" 21ft Tiki now has a comfortable mud berth on STOKE MUD at STOKE GABRIEL on the river Dart.
The harbour staff are very helpful & co-operative and there is a good launching slip at Longmarsh Car Park at Totnes. (Very subject to tides and don't park the boat there! - also park your vehicle precisely between the white lines or risk being fined £60!)
Thank you for your hard work. It is appreciated.
Don Lamble

I would like to purchase back issues if they are available
In August I plan a week long cruise Oriental from New Bern North Carolina to the Outer Banks via as my first real cruise. Currently I am reviewing all the pictures of my recent 8 days (motoring) experience along the Intercoastal Waterway (Savannah to New Bern -- approx. 500 miles). All rain, all the time -- but still interesting?
Any help in designing awnings and covers for my TIKI 31 would be greatly appreciated.
Thanks, *TikiThom*
"**TIKI THOMCAT**" - New Bern, North Carolina - Normal, Illinois

Support your Association
And spread good fortune....

With a lucky PCA burgee and clothing too
your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows
our Burgee in the Adriatic That's the way to do it!

NEW RED BURGEES, DOUBLE THICKNESS, PRINTED LOGO BOTH SIDES.....£12 INC. P&P

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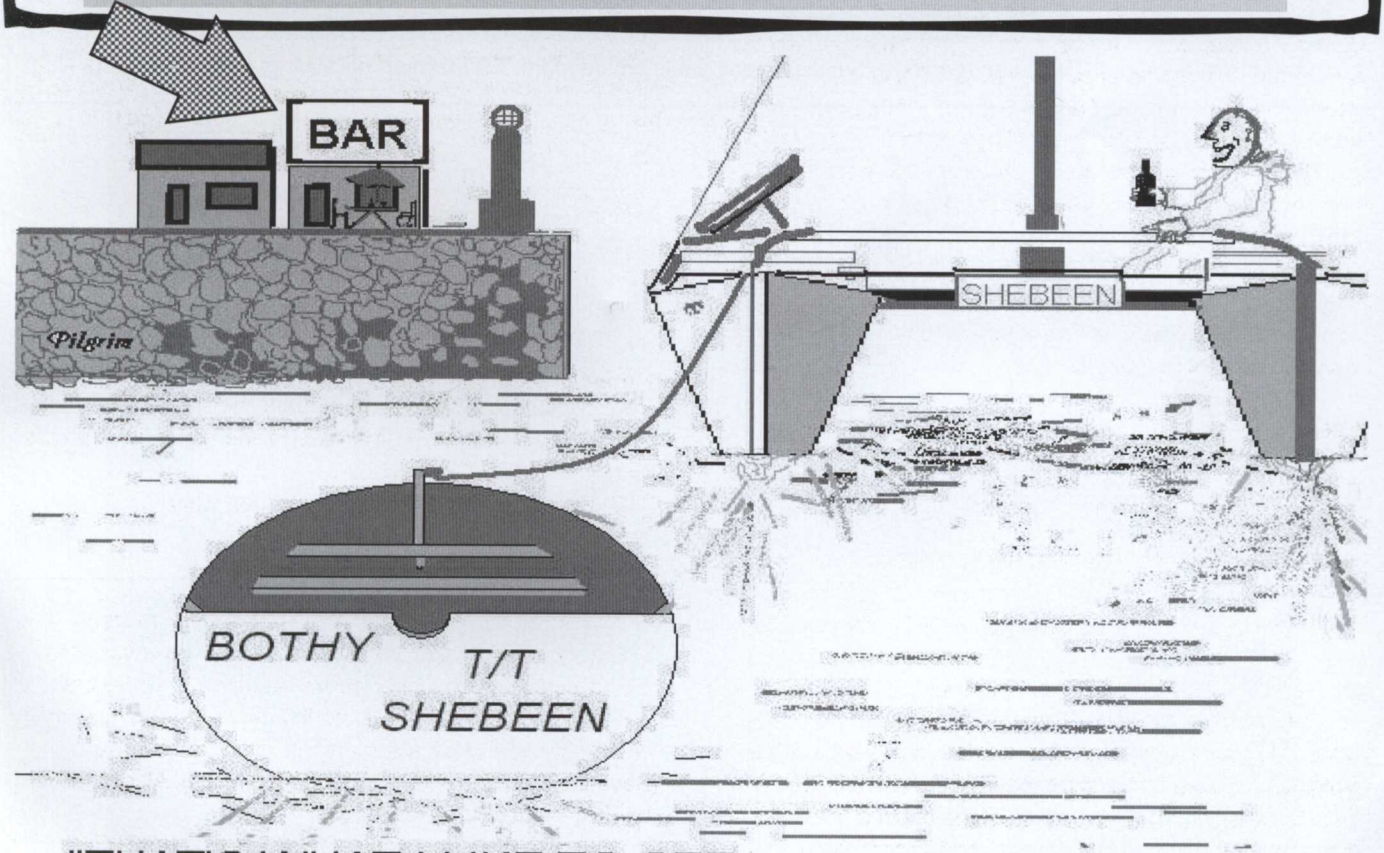
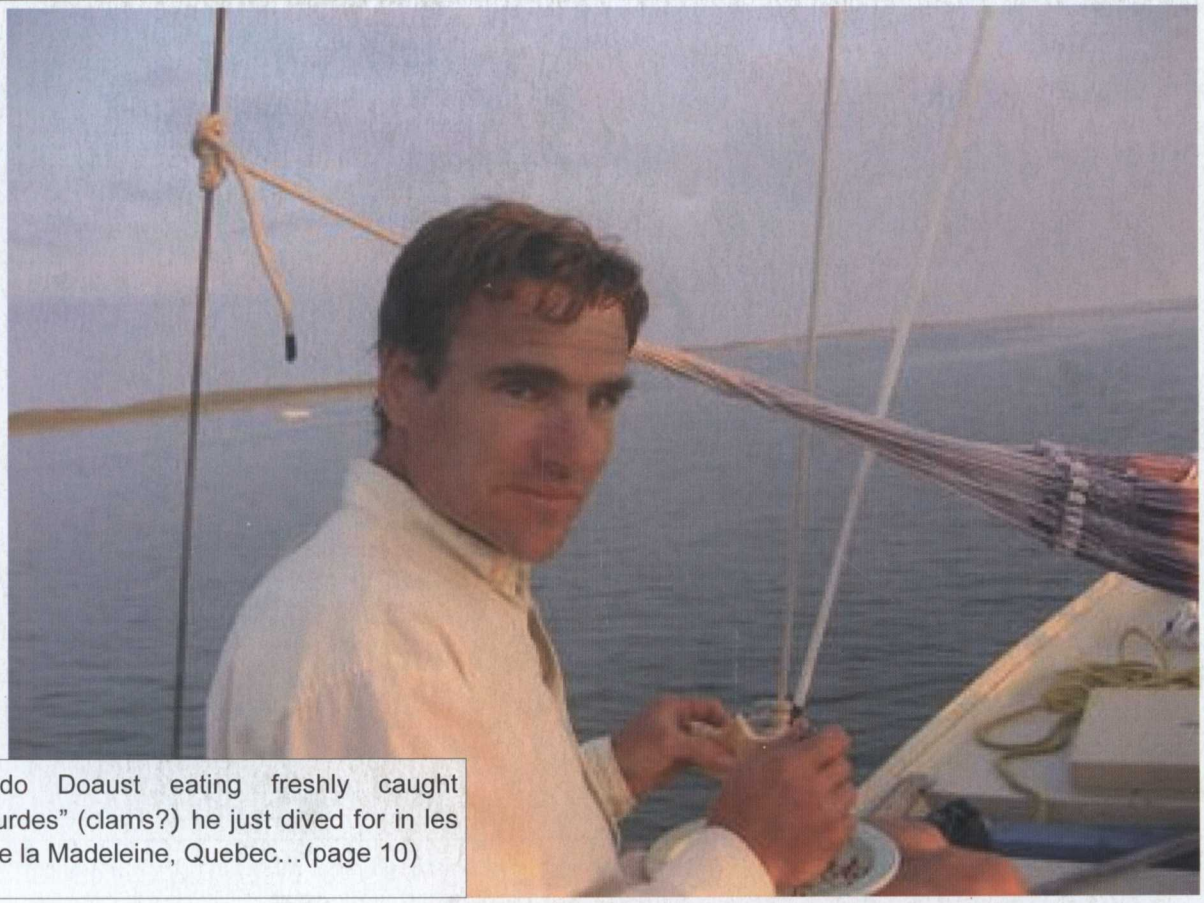


"THAT'S WHAT I LIKE TO SEE -
A PUB ON THE PIERHEAD!"

Perceptions - Courtesy of Ben Mullett [BAR = pub / submerged barrier at mouth of river entrance]

FACES OF SEA PEOPLE

Long term member Gerard Janssen (page 18) having an enjoyable time aboard "Sundowner" his P42 @ Lelystad Haven, NL



Geraldo Doaust eating freshly caught "palourdes" (clams?) he just dived for in les Iles de la Madeleine, Quebec...(page 10)